JUN 28'40

Mr P H Anderson (Director)
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ATLANTIC FISHERMAN

Registered U. S. Patent Office
VOL. XXI JUNE, 1940 NO. 5

DEPENDABLE!
...the Controlled Quality
PROTECTS YOU

Big ships require the dependability of Columbian Pure Manila Rope . . . a dependability of quality that is built up *every step of the way.*

In the Philippines, our experts select the long, tough manila fibres. Under our own supervision they are properly stripped and dried. To control every step of making Columbian Pure Manila Rope, we have our own warehouses and packing establishments, a *complete* organization in the Islands.

At our modern plant in Auburn, N. Y., the quality of these fibres is protected by thorough waterproofing. Every fibre is waterproofed and lubricated, keeping "alive" its flexibility and sturdiness.

Say "Columbian Rope" for dependability.

COLUMBIAN ROPE COMPANY
AUBURN, *"The Cordage City,"* NEW YORK

QUALITY *Controlled* every step of the way

RED
WHITE
BLUE

COLUMBIAN TAPE MARKED PURE MANILA ROPE

Zinc-coated rope with bright-rope toughness

The introduction of bethanized Trawler Line solved a problem for trawler operators. Until that time they had these two alternatives: use bright rope without protection against corrosion, but with a toughness which would help rope stand up under cross winding, severe bending, and shock. Or, use galvanized rope and sacrifice toughness for resistance to corrosion.

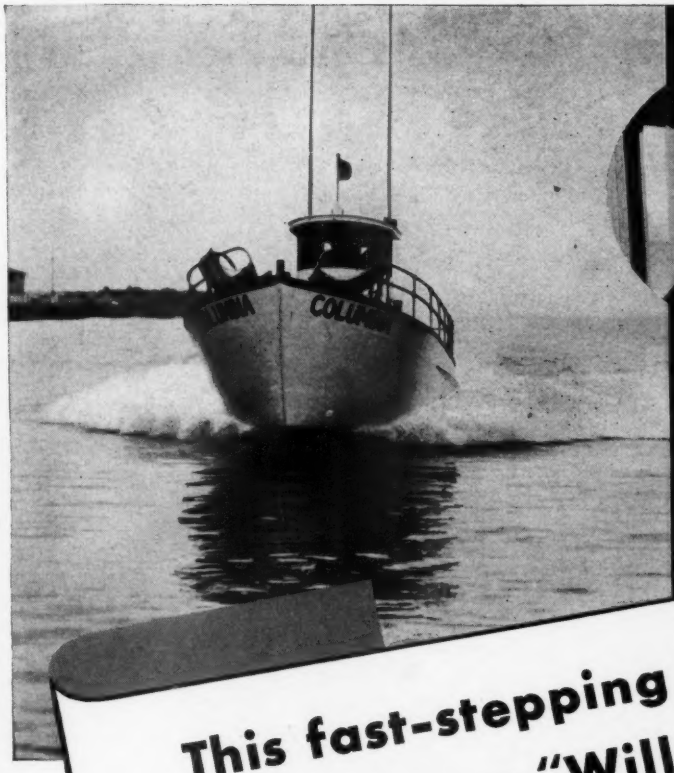
Bethanized rope eliminates the necessity for sacrificing one of these qualities to get the other. Bethanized Trawler Line is zinc-coated for protection against corrosion. At the same time, it has the full toughness of the best bright rope of the same grade.

Bethanized Trawler Line is manufactured under a patented process which electrolytically zinc-coats the wires. The bethanizing process in no way detracts from the strength or toughness of the wire; bethanized Trawler Line has at least equal toughness with bright rope. The bethanized coating, which meets government specifications for weight of zinc, is more uniform and gives even greater protection against corrosion. And, since the weight of coating can be controlled, trawler line with heavier than standard coatings can be made at relatively little increase in cost.

Bethanized Trawler Lines are now in service on several fleets. Their performance is conclusively demonstrating that this improved rope does stand up; that dollar for dollar it gives more service than any bright or any hot-dip galvanized rope.

BETHLEHEM STEEL COMPANY

BETHLEHEM STEEL



"COLUMBIA," a 49 footer launched this Spring, is one of the fastest boats of her type. She does 24 knots with three 140 hp. Chryslers. Naturally they're started by Willard Marine Batteries. Willards also furnish power for lighting, radio and radio telephone on the "Columbia" and on the five other charter fishing boats operated by Captain "Jim" Bogan out of Brielle, New Jersey.

This fast-stepping little lady comes from a "Willard" family!

Like her five older sisters, the trim, speedy new fishing boat "Columbia" is Willard equipped. Her owner and captain, John Bogan, Jr., explains it this way . . . ***"We have received excellent power and long life from the very first Willard we purchased, so we naturally stayed with Willard Batteries as we added more boats to our fleet."***

When customers come back for more, it's a pretty sure sign they got their money's worth. So if you want to check up on us and make sure we're steering you right when we say that Willard Marine Batteries last longer, crank faster and don't let you down—just ask a skipper or owner who has tried them.

If you'll just specify Willards next time you need batteries, you, too, will discover that WILLARDS COST LESS TO OWN!

WILLARD STORAGE BATTERY COMPANY
Cleveland • Dallas • Los Angeles • Toronto

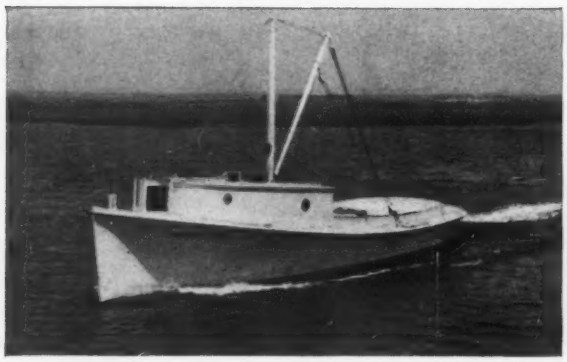
For TWO-WAY Protection Specify Willard Dual Rubber

1. RESISTS PLATE WEAR. Higher current demands aboard modern vessels result in constant charging and discharging that loosens the active material in the positive plates. Willard's new Dual Rubber holds the active material in place—maintains the battery's capacity and lengthens its life.

2. RESISTS INSULATION WEAR. Engine vibration, plus the roll of the vessel, causes constant rubbing and chafing that soon wears holes through ordinary insulators. Dual Rubber Insulation withstands the rubbing and chafing of marine service—guards against short circuits.

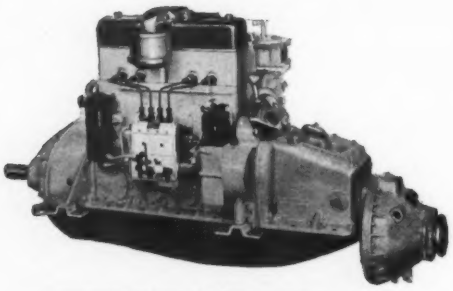
Willard Marine Batteries

"ALICE FRANCES" *and* "HADECO" OF NORTH CAROLINA

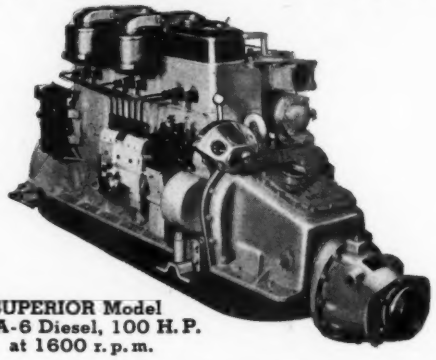


"ALICE FRANCES"—42-ft. "Run" boat owned by Roland Styron of Beaufort, N. C. Power, SUPERIOR Diesel Model MRA-4 with 2:1 reduction gear.

"HADECO"—55-ft. freight boat owned by the Hatteras Development Company, Hatteras, N. C. Power, SUPERIOR Diesel Model MRA-6 with 3:1 reduction gear.



SUPERIOR Model MRA-4 Diesel, 62 H. P. at 1500 r. p. m.



SUPERIOR Model MRA-6 Diesel, 100 H. P. at 1600 r. p. m.

"ALICE FRANCES" represents the most modern development in Run Boats—those sturdy craft on which the fishermen of the fleet depend for prompt delivery of their daily hauls.

Plying constantly between the fleet and the packing house, it is essential that these boats be fast, seaworthy and thoroughly dependable.

In this field, as in many others where "Special Delivery" service is required, SUPERIOR Diesels are more than meeting the rigid service requirements.

To many baymen, "HADECO" would be just another freighter. To those who know her, she's a freighter-plus, for when she took aboard her SUPERIOR Diesel she became a profitable-freighter.

No branch of commercial boat operation has more need for low operating costs than this highly competitive field.

Diesels are a "must", of course, but as many operators know, profit will still depend on the cost of engine maintenance. Under these circumstances, the wise choice is always SUPERIOR.

Superior DIESELS

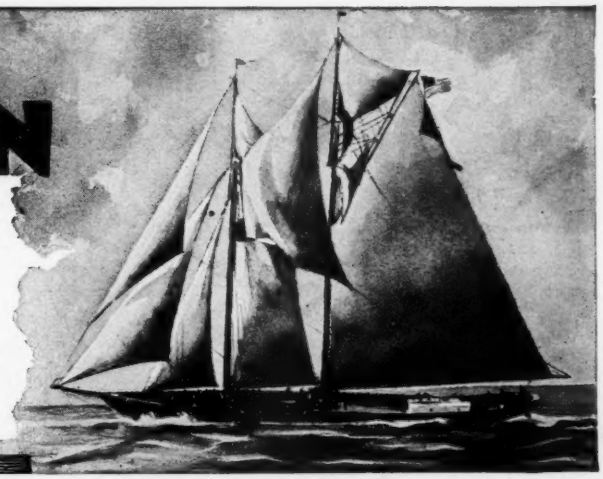
HEAVY DUTY MODELS: 50 to 900 H. P. 250 to 720 R. P. M.

HIGH SPEED MODELS: 15 to 230 H. P. 600 to 1800 R. P. M.

THE NATIONAL SUPPLY COMPANY . . . SUPERIOR ENGINE DIVISION

FACTORIES: Springfield, Ohio; Philadelphia, Pa. • SALES OFFICES: Springfield, Ohio; Philadelphia, Pa.; New York, N. Y.; Los Angeles, Cal.; Jacksonville, Fla.; Houston, Texas

ATLANTIC FISHERMAN



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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.

VOL. XXI JUNE 1940 NO. 5

National Coordination of Publicity Needed

IF the demand for fish were increased, less attention would be centered on competitive trade practices, ethical and otherwise. An increased demand would provide a larger market with less need for price-cutting. More thought could be given to quality, which would maintain the increased demand, and the retail prices of fish would be lower with the elimination of under-consumption and uneven distribution of consumer demand throughout the week.

It seems impossible for any one concern alone to increase in general the consumption of fish, but organized action can make rapid and substantial progress in that direction.

Eight years ago The Linen Thread Co., believing that supply and demand are controlling factors in the fish producing industry, and in an effort to increase the demand for fish, started an "eat more fish" campaign. There had been "eat more fish" campaigns before, but this one was unique in that it began with a large company not directly in the fishing business. The Linen Thread Co. started with a campaign within its own organization, which is nation wide, urging all of their people to do two things: first, eat more fish; and second, promote the idea.

Further than that, they put stickers on all their mail, not only to their netting customers and their Burnham Line trade, but also to their very large and widely distributed trade for Barbour products, such as sewing thread, shoe threads, mattress twine, etc. This trade includes shoes factories, department stores, rug and carpet mills, shoe repairers, mattress makers, etc.

These stickers, which measured 1½ inches by 2¼ inches, were of attractive design, with the words "Eat More Fish—Delicious, Nutritious, Healthful." They have been replaced by an imprint which appears on every letter from all of The Linen Thread Co. offices.

A few other allied firms have put similar ideas to work.

We believe that if all who are interested in any way in the fishing business would conduct a consistent sticker or imprint campaign of this kind, much could be accomplished for the industry at little expense.

Now, the Fishery Council of New York has developed an imprint, which is reproduced in actual size on this page, for use on envelopes, in the lower right hand corner. It has met with favor by Fulton Fish Market firms for use on letterheads or envelopes, and is available to all in the fishing industry. This is an inexpensive way of focusing the attention of correspondents and others on fish.

People must eat something. What they eat is largely a matter of habit, and habit is the child of attention. There is no reason why people should not eat more fish. We can even put it more positively, and say that there are excellent reasons why they should. If fish is not getting its share of the household expenditure, the loss is principally due to the decreased price of other foods, which have attracted the public, always fickle and faddish in its tastes, away from it. Fish remains an inexpensive food, and a wholly healthful and desirable one, easy to prepare and cook, distinct in character, varied and appetizing. And to the public, all sea food is fish—shell fish will profit equally with any other in increased sales, if public attention can be directed to the product as a whole. To create a marked improvement in consumption, only a reminder is necessary. And this reminder needs to be brought with quite as much force to the trade as to the public. It can be got to the public through the trade.

Stickers and imprints provide, at a minimum of cost and effort, the ground work of a common plan and purpose.

Publicity releases and stories have been prepared by the Fishery Council. The Council has produced a number of fish promotional posters for windows of retail stores and restaurants; these posters sell more fish.

Posters have been employed effectively for several years by the Massachusetts Fisheries Association. This Association has made good use of the radio also.

The Oyster Institute has furnished various types of sales helps. Also newspaper releases and stories that have been published in National magazines.

But still the industry as a whole lacks a comprehensive promotional campaign, such as a National organization, with a workable plan, could produce and execute. At least such an organization could co-ordinate the activities of different groups and, in an advisory capacity, help to get the most out of all endeavors. This would increase the effectiveness of every effort in the way of promotion, and make for the greater efficiency of all methods used.

True, there may be a few groups that are strong enough to stand alone, but they could become affiliated with a National body, without losing their identity, thereby giving the entire industry National prestige and power which count for much in promotional work aimed directly or indirectly at the consumer.

Tidal Ponds at Beaufort, N. C.

Striped Mullet Studied in Experimental Ponds Maintained at Fisheries Biological Station

OVER fifteen thousand salt water fish, consisting chiefly of the Jumping or Striped Mullet, did not go South as usual last winter. Instead, they were forcibly detained in experimental tidal ponds constructed at the biological laboratory at Beaufort, N. C., maintained by the Bureau of Fisheries, United States Department of the Interior.

A mullet from the ponds at Beaufort, N. C.

Two years ago these ponds were constructed in co-operation with the Works Progress Administration and the Conservation Department of North Carolina, in order to determine the possibility of utilizing salt marsh ponds and small coastal bays for rearing and live storage of fish and oyster culture.

The experimental operations, conducted here since 1938 under the supervision of Dr. H. F. Prytherch, Director at Beaufort, have demonstrated that by improvement of tidal areas through the construction of dikes and sluice gates, for example, it is possible to grow mullet, spotted trout, flounders, channel bass, sheepshead, croakers, and several other common species in captivity; or store them in a live, healthy condition for many months until there is a favorable market. The ponds also proved satisfactory for protected natural spawning and rearing of the mullet which is one of the most important food fishes caught in the South Atlantic and Gulf States.

The production of the striped mullet in this region amounts to approximately 40 million pounds annually with a return to the fishermen of nearly 1½ million dollars. During certain periods when the markets are glutted with this fish, the coastal ponds would make possible the temporary live storage of a considerable quantity, thus maintaining better prices for the fishermen and making available a supply of fresh fish at any season of the year.

Examining specimens to determine spawning condition.

In the fall of 1938, the experimental ponds were stocked with over 3,000 fish, ranging in size from roe mullet weighing over 5 pounds, to small immature fish having a length of 6 to 8 inches, which were approximately one year old. The fish were captured with nets during their fall migration to southern waters, and were transported to the pond by means of a perforated boat or "live car", having a capacity of approximately 400 pounds.

Most of the mullet were placed in the larger tidal pond which has an area of approximately 2½ acres at low water, a maximum depth of 15 feet, and receives an exchange of over 5 million gallons of water daily through the two tidal gates. Several hundred of the immature mullet were placed in the smaller observation pond and in large concrete pools at the laboratory where they have been observed with respect to feeding habits and ability to survive low water temperatures during the past two winters.

The adult mullet apparently spawned in captivity during November 1938, for the pond was stocked with thousands of young which, by the latter part of December, had attained a length ranging from ½ to ¾ of an inch. Although no attempt was made to hold these young fish in the pond by use of fine mesh screen on the tidal gates there were, nevertheless, a considerable number which remained in the ponds and grew to an average length of over 6 inches during the first year.

Less than one per cent of the fish died from injuries sustained during collection and transportation, or during the subsequent period of 15 months that they were held in captivity.

Operations during the following year (1939) were conducted on a small commercial scale, using a special barge equipped with a built-in live box and water-circulating system capable of transporting 3,000 to 5,000 fish ranging in weight from ½ to 1 pound each. The catches of mullet were obtained from regular fishing crews who were able to transfer them with ease directly into the barge without exposing the fish to air for more than a few seconds. On arrival at the storage pond, the fish were released from the barge into a receiving lock from which they swam into the pond with the flood tide. A total of over 12,000 mullet were placed in captivity by this procedure, together with a

U. S. Fisheries Biological Station, Beaufort, N. C.

LEFT: Hauling in the large beach seines near Beaufort, N. C., from which live fish are transferred to barge or truck with live tanks, and transported to tidal ponds. RIGHT: Flood tide pouring into tidal pond through 3 wire covered gates. When pond is stocked in the Fall these gates are raised to let the mullet in from outside lock. The large schools of mullet in the pond congregate at the gates to feed during flood tide by straining food organisms floating in the water.

few hundred specimens of other species such as croakers, spot, pigfish, and white perch.

No additional roe mullet were placed in the ponds in 1939, because it was important first to determine whether those held in captivity since the previous year had continued to grow and develop spawn to the extent that they would if free, under natural conditions. A number of the largest fish were caught in October and November 1939, and examined as to quantity of spawn, for example, condition of the flesh, and growth rings on the scale. These specimens, ranging in weight from 2½ to 5 pounds, were found to contain ripe roe which weighed from 6½ to 12 ounces according to the size of the fish.

Experienced local fishermen expressed the opinion that these mullet were in as fine condition, and as fully developed with roe, as those being captured at that time in the commercial fisheries. Studies of the scales showed that the growth of the impounded fish had been considerable since their last winter spawning period and equivalent to that found in free individuals which had spent the previous summer in these waters.

The general results indicate, therefore, that ponds of this type can be used not only for growing mullet without artificial feeding, but also as natural marine hatcheries. The tidal flats and shallow areas in the ponds were also used successfully for oyster culture which, at the same time, improved conditions for production of the natural food of the mullet.

Mackerel Catch Fluctuation Explained

AS with wines, so apparently with fish: vintage may be significant. For now comes a report from John R. Webster, biologist of the Bureau of Fisheries, United States Department of the Interior, aimed at sports and commercial fishermen, and "intended to explain in a general way the reason why your success in mackerel fishing is better in some years than others, why it is better some months than others, why you sometimes fail to land a big one."

Ups and downs in commercial production during the years since 1804, when mackerel landings at American ports were first recorded, show fluctuations in catch from year to year. They occurred in the early days of sail and bait fishing, sail and purse-seine, the period of extremely low production right after 1886, and even today, with Diesel-powered vessels.

"We believe these fluctuations," says Webster, "were caused by the same factors influencing sportsmen's catch from year to year. Used here are figures from the commercial fishery, but the factors stressed as important to its success are very probably the same ones which have much to do with the angler's luck as he casts his hook into waters along the shore."

In brief, these factors are: the relative strength of dominant year classes; the type of the dominant year class; the feed situation; and temperature conditions.

Summarized mackerel length measurements for any period of years form what is called a "length-frequency distribution." Properly interpreted, they tell an interesting story.

"Most of the mackerel measured in 1926, for example," explains Webster, "ran between 14 to 16 inches during most of the year. A charting of all the monthly length frequencies for the year shows the peak of the curve at about 15 inches. This represents the 'model' length of the brood or year class of 1923, when the mackerel spawned.

"Beginning with 1926, this 1923 class may be followed as a group, right up to 1931. Each year, the peak of the group shifts a little to the right. That is because the fish are growing. But the area under the hump on the chart (proportional to the number of mackerel caught) decreases at the same time. That is because the fish are being caught up or die from other causes. We call this year class a 'dominant' one because it appeared in such numbers. We also call it a 'persistent' type of year class, because it remained so long in the fishery."

Mackerel of this class were 8 years old in 1931, and averaged 2 pounds in weight. In 1928, some combination of conditions produced another dominant year class. This class appeared in 1929, a numerically strong group. Mackerel in this class averaged about 12 inches in length, and had an average weight of about ¾ pound. This new year class boosted the catch immediately, approximately a 15,000,000 pound increase.

"By following the shift of the peak of this 1928 year class, we find that the mackerel in it averaged nearly 15 inches by 1931. But at this time, as a 3-year-old class, the 1928's were not as strong numerically as the old 1923 class beside it. We call this 1928 class a 'transitory' type, because its numbers dwindled so rapidly."

Between 1923 and 1928, there was no spawning successful enough to produce a dominant year class. In other words, there was a period of 4 successive years practically barren of new mackerel.

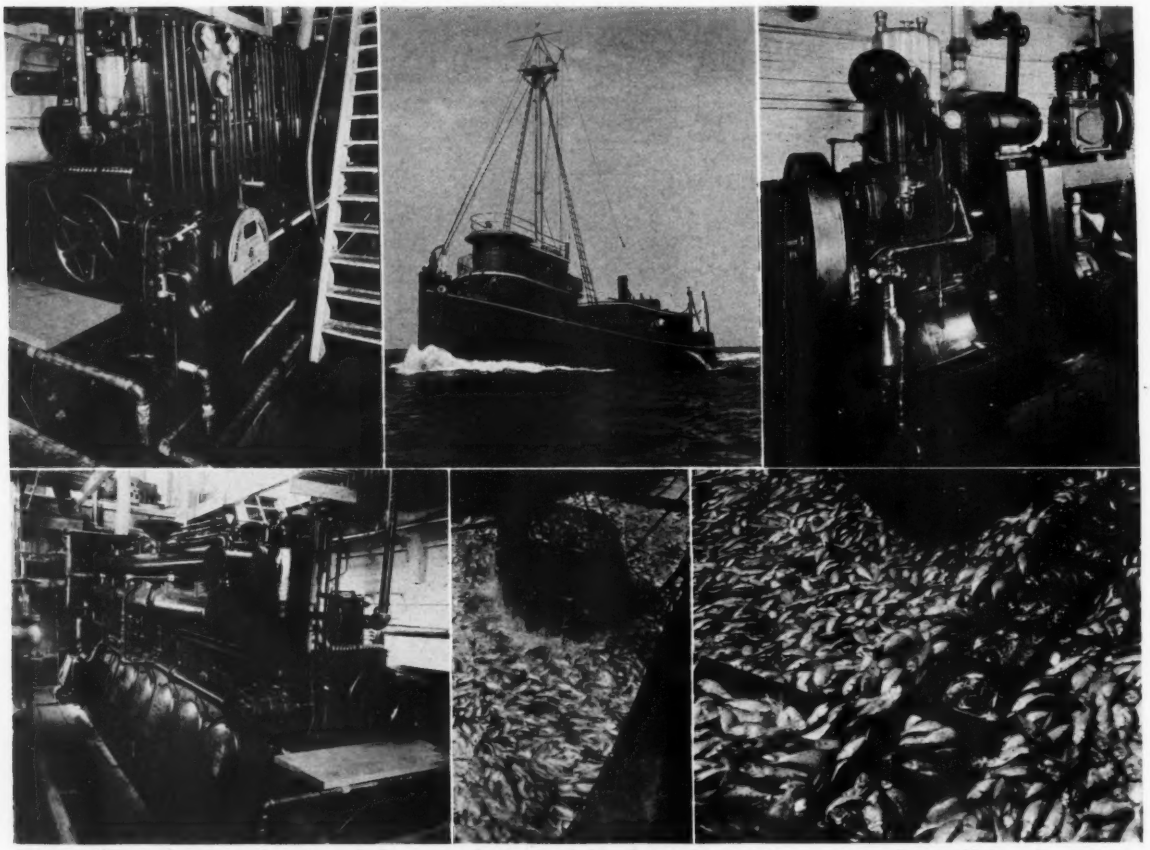
"So far as spawning success is concerned, then," says Webster, "there are three factors which affect fluctuations in mackerel supply: first, years in which there is little or no production; secondly, years which produce a dominant year class which is transitory in nature; third, years which produce a dominant year class which is persistent, remaining a long time in the fishery."

Abundance of food supply and temperature averages are, of course, other causes for fluctuations in mackerel supply. These factors make the season early or late, determine whether or not mackerel avoid the shore, and probably influence their schooling offshore.

From information accumulated, according to the report, the shore would seem generally populated with small and medium-sized mackerel rather than the larger ones, with a progression or wave of mackerel up the coast from the time of their first appearance in April to some time in early Summer. The larger mackerel come in first, then plenty of blinks and tinkers, and a run of spikes or tackers in August or September.

Twenty percent of the past season's landings in Virginia came along during the first half of April; there was a slight decline the last half of April and the first half of May; then a

(Continued on page 14)



TOP ROW: Left: Control station of the new Atlas-Imperial Diesel (600 hp. at 300 rpm.) recently installed in the menhaden fishing boat "W. L. Messick," Reedville, Virginia. Center: The twenty-nine-year-old menhaden fishing boat "W. L. Messick" on successful trials in Chesapeake Bay. Right: The compact auxiliary unit consisting of a single cylinder Stover Diesel integrally mounted with a 2 kw. generator, Curtis compressor and general service pump, all belt-driven. BOTTOM ROW: Left: Exhaust manifold side of the Atlas-Imperial Diesel. Center and Right: the "W. L. Messick" taking 1200 barrels or approximately 350,000 fish at one setting of the net.

The Edwards Co. Converts "W. L. Messick"

THE Edwards Company, Inc., located at Reedville, Virginia, operate a well-known fleet of "bunker boats," a modern processing plant and their own tanker for transporting crude fish oil to Baltimore for refining. Their recent conversion of the 290 ton *W. L. Messick* should be of particular interest to owners and operators of similar craft and other types of heavy-duty work boats.

Built in 1911, the stout wooden hull of the *Messick* still has many years of profitable service ahead. However, her boiler and 600 hp. compound steam engine reached a point last Fall, after twenty-nine years of reliable and profitable use, where maintenance and repair no longer seemed justified, and new propulsion equipment was considered. Of six other company ships in operation at that time, three were Diesel and three were steam, so ample figures were available to judge past performance of both types of power on the impartial basis of equivalent operating conditions. The *W. L. Messick* was converted and entered active service early in June, after successful trials.

The new engine is a 6-cylinder Atlas-Imperial Diesel rated at 600 hp. at 300 rpm. and was supplied, together with other necessary engine room equipment, by the Fleck Engineering Company of Baltimore. With complete machine shop facilities at the Edwards plant it was possible for the owners to handle all piping and most of the other conversion work, once the new foundation had been constructed at a Norfolk yard. The efficient simplicity of the new engine room results from the self-contained type of engine selected. Auxiliary equipment such as the starting-air compressor, cooling water pump, Alnor exhaust temperature pyrometer, Burgess air filter, Purolator fuel filters and the fuel pump are all engine-mounted. A second-hand condenser was converted into a fresh water cooling system heat exchanger so that the only other auxiliaries necessary were Edison batteries, floating on the line of the tailshaft generator, and a Maxim silencer connected to the exhaust manifold by a section of Pennflex flexible metal hose. By welding steel eyes to the silencer shell and fastening it with four stays to the top deck covering the engine room this unit serves as a stack, both in purpose and appearance. The auxiliary power unit is a very compact assembly of a Curtis compressor, bilge and general service pump and 2 kw. generator, all belt-driven by a single cylinder Stover Diesel. The main engine is directly connected to a Columbian Bronze propeller with a 60 in. pitch and a diameter of 80 in. The thrust bearing is mounted integrally with the engine, immediately aft of the flywheel. An air ram connected to the control lever provides quick reversing for maximum maneuverability.

1941 Motor Boat Show

THE dates of January 10 to 18 have been selected for the 1941 National Motor Boat Show in Grand Central Palace, New York, by the executive committee of the National Association of Engine and Boat Manufacturers. The show will be the 36th consecutive exposition sponsored by the organization.

Maine

Fisheries Assoc. Cites Immediate Objectives

AT a special meeting of the Board of Directors of the Maine Fisheries Association, Inc., duly called and held at the Rockland Hotel, in Rockland, on Friday, May 10th, it was, among other things, voted to notify the fishermen on the coast of the objects and purposes of this Association.

The real purpose of the Association is to improve the fishing industry as a whole in this State.

After deliberation the Directors believed that the following are the questions that need the immediate attention of this Association:

1. To take whatever steps seem advisable to prevent unfair competition to our fishing industry from foreign countries.
2. To take steps to adjust the present motor vehicle laws, so that commodities of Sea and Shore Fisheries may be more speedily and cheaply transported to their markets.
3. To promote the propagation of bivalves, shell fish, and other marketable sea products.
4. To take measures to combat the natural enemies which destroy shell fish and other sea food products.
5. In cooperation with the Commissioner of Sea & Shore Fisheries to recodify our State fishing laws, so as to make them uniform, understandable, and practical.

These immediate objectives are but a part of a four-fold program of conservation, propagation, regulation, and cooperation, to be enlarged upon from time to time.

Fourth Stagers

Commissioner Greenleaf predicts a record output of superior fourth stage youngsters for Maine's 1940 lobster rearing program. He said that several changes in the rearing system had been made to conform with recommendations by Biologist Leslie Scattergood. For the past year Scattergood has been making a study of the life and habits of the lobster with especial emphasis on the rearing problems.

A shipment of 500 seed-bearing females was brought to Boothbay Harbor from the Johns Bay pound and placed in the hatching tanks as soon as their eggs were sufficiently ripened. Despite the cold Spring the eggs were more mature than usual according to Greenleaf.

He believes that the fourth-stagers produced this year will be stronger and healthier than in previous seasons, which will increase their chances of reaching maturity. As soon as the rearing processes are completed the young crustaceans will be released on known beds all along the coast.

Scattergood Stays

Commissioner Greenleaf has assured the lobster industry that biological research by Leslie Scattergood will be carried on for at least another year as the result of $3,000 in Federal funds being made available for this work. He said that Scattergood would complete many projects that he now had underway.

Preliminary reports made by Scattergood have proven the research to be inestimable value to the industry, according to Greenleaf.

Under the present plan Scattergood will continue to make his headquarters at the state rearing station and will work all along the Maine coast. He will do more work on lobster measurement research, feed for young lobsters in the rearing station, tracing of migrations and movements of the crustaceans and other projects.

Maine Landings

Maine fish landings and income to fishermen for April was nearly 40% less than for the same period in 1939, according to the monthly statistical report of the Department of Sea and Shore Fisheries, released by Commissioner Arthur R. Greenleaf. He said that labor disputes and poor weather were mostly responsible for this condition. Total returns to the fishermen amounted to $151,246 as against $233,976 in April, 1939.

Practically every specie showed a big decrease with groundfish leading. Blood and sandworm sales were more than 50% off due to the late sport fishing season but at the present time are much higher than last year, according to Greenleaf.

April landings included: 700,000 lbs. cod; 490,000 lbs. haddock; 47,000 lbs. hake; 112,000 lbs. pollock; 163,000 lbs. cusk; 884,000 blood and sandworms; 151,000 lbs. lobsters; 56,000 lbs. scallops and 49,221 bushels of clams.

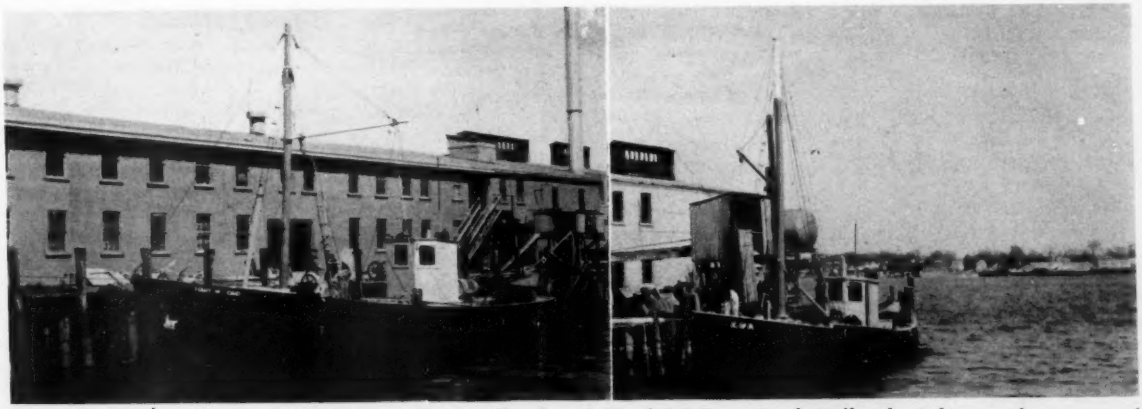
Clam and Bloodworm Outlook Bright

The clam and bloodworm digging industry that brought more than a thousand dollars a day to the Maine coast for several months last year, bids fair to have even better success this season with more diggers and a greater volume of sales. Previously, harvesting of these species which are sold mostly as bait for sports fishermen in metropolitan areas was limited to an area between Boothbay and Portland, but now they are also being taken from the clam flats to the Eastward.

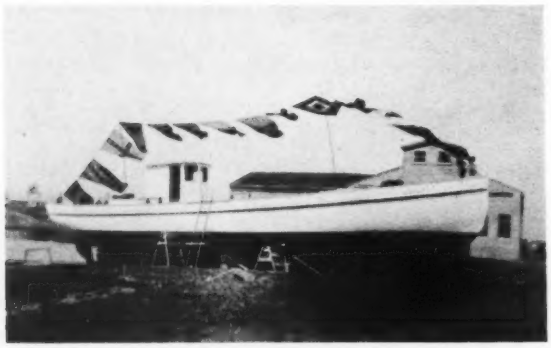
Total sales for 1939 brought $112,000 according to the statistical report of the Department. Although the industry is a comparatively new one, its rapid growth has added much to the value of the fishing industry.

Clam Survey Completed

Completion of a survey of Maine clam flats by Sea and Shore Fisheries wardens makes available to the State the most comprehensive and complete information it ever had regarding this natural resource, according to Commissioner Green-



The sardine carriers "Mary M. Lord," Capt. Tom Holbrook and "K of P," Capt. Frank Holbrook, tied up at the cannery of their owner, The Brawn Company, Portland, Me. Both are powered by Fairbanks-Morse Diesels and were recently equipped with 75 watt RCA radio marine telephones and 1500 watt, 110 D.C. Delco generating and lighting plants.



The sardine carrier "Royal" decorated for launching at yard of Gray Boats, Thomaston, Maine. She is owned by Royal River Packing Co., Yarmouth, Maine.

leaf. Individual maps showing detailed locations of every digging area and the history of its productivity for the past few years are being prepared so that it will be possible to keep an accurate check on the situation at all times. In that the Department hopes to eventually launch a widespread propagation program, the survey will be of great help in formulating the plans for that activity.

Although it appears from the reports that there are still a lot of clams available along the coast, the Commissioner believed that a revision of many local digging laws must be made to allow the industry to take full advantage of this resource.

New Carrier "Royal" Makes First Trip

The sardine carrier *Royal*, recently built by Gray Boats, Thomaston, for Royal River Packing Co., Yarmouth, Me., made a successful maiden trip in early June under command of Capt. John Beal.

This boat is considered outstanding for her type, having been built especially for sardine service from the builder's model. She is 70 ft. overall, with a 15 ft. 6 in. beam and 5 ft. 6 in. draft. Her capacity of 1000 bushels is divided into three fish holds, with separate hatches. This arrangement makes it possible to place small amounts of fish in a comparatively small area, thus preventing excessive moving around of the fish while in transit.

There are four water-tight bulkheads, and the hull is sealed throughout. The boat is powered with a 60 hp. Fairbanks-Morse Diesel and equipped with a Hyde propeller. She carries a 15 watt RCA marine telephone.

Building New Lobster Smack

Gray Boats, Thomaston, is building a 47 ft. lobster smack for Capt. Ernest Burns of Friendship, to be ready for launching about July 15. The boat will have native oak framing and yellow pine planking.

Ellery Harris of The Harris Co., Portland, Maine. The Harris Co. has carried Linen Thread nets and twines since its beginning in 1921.

Alewives Plentiful

The first alewives of the 1940 season in Warren were dipped May 17 and 18, when 101,200 fish were taken, 29 bushels of that number being sold to holders of fish tickets and small lots. Nets were filled to the brim with fish, a bushel to a dip.

Recent Caterpillar Installations

The sardine carrier *Campobello*, operated by Ramsdell Packing Co., Rockland, has been equipped with a 100 hp. Caterpillar Diesel engine. The Company's carrier *Stag*, which operates from the Portland plant, has been equipped with an 80 hp. Caterpillar.

The dragger *Cynthia*, owned by Capt. Ira Tupper of Vinalhaven has a new 55 hp. Caterpillar Diesel.

The trawler *Eleanor*, for which Willard-Daggett Fish Co. is agent, was recently powered with a 100 hp. Caterpillar Diesel.

Warren's Lobster Co. Expands

Warren's Lobster Co., Kittery, has moved to new and larger quarters in the same town. The building is of two stories and situated on a new wharf which provides dockage for lobster and party boats. The company, which is owned by Warren Wurm, is equipped to handle both a wholesale and retail business in live lobsters and lobster meat.

Henry and Joe Dyer of Great Chebeague Island, Casco Bay, Maine. Both are lobster fishermen and use Columbian Rope exclusively.

Oliver Bill Becomes Law

LEGISLATION to block tariff-free importation of fish caught and processed by foreign labor in foreign ports has been signed by President Roosevelt. New England representatives had protested a treasury department ruling authorizing the General Seafoods Corporation to establish a fish processing plant in Newfoundland, employ Newfoundland labor and bring its production in tariff-free as the product of the American Fisheries.

The bill which was sponsored through Congress by Congressman Oliver of Maine, its author, and Congressman Bates of Massachusetts, provides that the product of American Fisheries be defined as fish caught by Americans in American boats and processed by Americans in American plants. There are clauses in the bill protecting the present status of salt fish imports.

Fishery Educational Service

ON July 31, 1939 the House passed H.R. 4985 which would provide $75,000 annually for a period of five years for the establishment of a fishery educational service. On May 14, 1940 the Senate Committee on Commerce reported out this bill without amendment and recommended its passage.

Gulf

Taking Steps To Preserve Shrimp Industry

BECAUSE heavy fishing and a severe Winter have put the supply of spawning shrimp in the Atlantic coast fishery in a precarious state, two aquatic biologists of the Bureau of Fisheries have urged Atlantic coast shrimpers to halt all fishing until the end of July.

The biologists, Milton J. Lindner and William W. Anderson, asserted it highly probable that the Atlantic shrimp fisheries will fail to produce a crop for the coming season.

Lindner and Anderson explained that the spawning stock usually includes larger shrimp which have Wintered in Florida waters and smaller shrimp left behind in North and South Carolina and Georgia waters during the Winter. They declared, the severe Winter killed off the smaller shrimp in large numbers, and intensive fishing practically annihilated the migratory shrimp which heretofore constituted a spawning reserve.

The biologists cited shrimp receipts of the New York market, where from January through April 1940 more than 800,000 less pounds of shrimp were received from the Atlantic fisheries than during the corresponding period in 1939.

Because no legal means exist by which the shrimp in outside waters can be protected, the two biologists have charged the shrimping industry with the duty of effecting a complete and voluntary cessation of fishing during the next two months.

Decrease in the shrimp catch on the Atlantic coast has been accompanied by a proportionate increase in the catch in Gulf coast waters, and particularly those off the Louisiana coast. From Gulf States 1,161,035 pounds of shrimp were received in New York between January and May 1939. During the same period in 1940, the Gulf fishermen sent 1,609,353 pounds to New York buyers.

Though Lindner has termed the present Gulf shrimp situation the beginning of a new era, Louisiana has already raised barriers to fishermen from outside the State.

A law passed at the January special session of the legislature, called by former Gov. Earl K. Long, placed a $2,000 fee on licenses issued to non-resident shrimp operators.

C. R. Brownell, State representative from Morgan City, center of the Louisiana shrimp industry, said that a new shrimp law would be introduced in the legislature and that the non-resident license fee probably would not be lowered.

One provision of the January law, however, is slated to be scratched from the statute books. It is the section permitting the Conservation Commissioner to enter into reciprocity agreements with officials of other States, opening the waters on payment of fees charged resident fishermen.

To date only Mississippi has negotiated a reciprocity shrimp agreement, but the Louisiana industry is taking no chances. The new law, when introduced, is expected to repeal this reciprocity provision, guarding the abundant shrimp supply even more zealously from the fishermen from outside.

C. A. Delacruz, manager of the Southern Shell Fish Co., Biloxi, Miss., canners of oyster and shrimp.

Aided by Channel

The Biloxi Chamber of Commerce has started work towards signing of some thirty-eight easements on East Beach, in order that work may start shortly on the proposed new industrial channel for the seafood industries located in the East End section. It was reported that all property owners had agreed.

A total of $20,000 has been appropriated by the Government for the new channel. This industrial channel was started by the Chamber of Commerce and the city about two years ago at the urgent request of seafood canners and shippers located in that section.

Fish Hatchery Given Praise

D. B. Heiliger, superintendent of the Federal fish hatchery at Lyman, Miss., described the fish hatchery as having the best possibilties he had ever seen.

Among the things he cited to substantiate this assertion were: best water supply in the country, nearness of streams to hatchery, feed supply almost unlimited and inexpensive, and free fertilizer to raise crustaceous foods.

Spring bass are now from 3 to 4 inches in length, he pointed out in calling attention to the rapid growth of fish in this section from October 21, 1938, to May 1, 1939, a total of 163,000 bass and 531,000 bream were dispensed from the hatchery. From July of last year until May of this year 250,000 bass and 841,000 bream have been distributed. Heiliger said he hoped to attain a combined distribution total of 1,500,000 by July 1.

"Alice Bell" now of Morgan City

A new trawler to begin operations out of Morgan City is the *Alice Bell*, bought by Paul Massick and Merrit Moore from McDonald of St. Mary's, Georgia, recently. Powered with a 100 hp. Superior Diesel, the *Alice Bell* is 55 ft. x 14½ ft., 5½ ft. draft.

For and Against Closed Shrimp Season

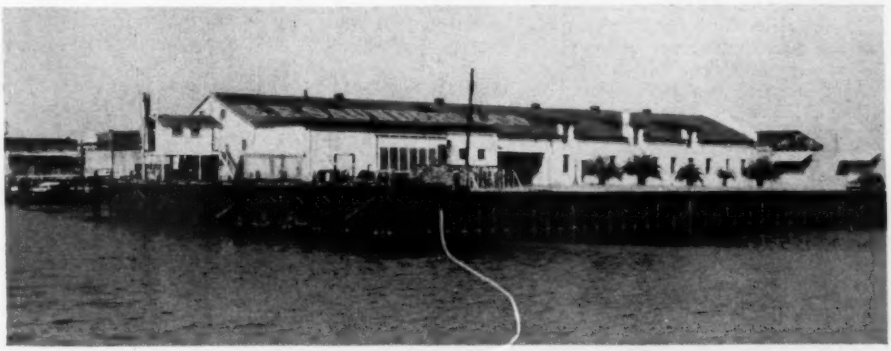
A group of fishermen from Apalachicola asked the State Board of Conservation to declare a closed season on shrimp in Franklin and Gulf County waters, claiming an influx of Atlantic Coast boats threatens the supply. Another group from Carrabelle and other places opposed the request at a public hearing.

R. Don McLeod, Franklin County representative, said nearly 100 boats were dragging an 18-mile stretch of the Gulf Coast, and will destroy all the shrimp unless something is done.

Capt. August Hartman

Capt. August Hartman, 28, died suddenly aboard the 42-foot trawl boat, *June Rose* of Biloxi.

Hartman and Eddie Miques, engineer, had been shrimping for the past 12 days, and had planned to remain out for another week or more.



Plant of E. E. Saunders & Co., Pensacola, Fla., operators of a red snapper fleet.

Orville Casler and crew of Belford, N. J., with load of shad fish. They are trap fishermen. Photo, courtesy The Linen Thread Co., Inc., Baltimore, Md.

Maryland

To Cooperate with Va. and N. C. in Restoring Shad

ROBERT A. NESBITT, investigator for the U.S. Bureau of Fisheries, claims that Maryland and Virginia fishermen could split between them an additional $500,000 annually within the next few years, if they followed through with present plans to permit forty per cent of the Chesapeake shad run to spawn.

Virginia fishermen have agreed on a reduction in shad fishing gear and have voted to support legislation proposed in that State. Maryland fishermen have also agreed to support such a legislation to be brought before the Maryland Legislature next year.

North Carolina agreed to a greater degree of cooperation with these two states for rehabilitation of the shad catch which now yields 6,000,000 pounds a year, compared with 22,000,000 before unregulated fishing interrupted normal spawning in Chesapeake Bay tributaries.

Shad Season Poorest in Years

The shad and herring season that ended on June 1st., was the poorest in years. The extremely cold water and storms caused the fish to continue up the Atlantic coast and not to come into the Chesapeake Bay. No doubt the pounds in the lower Chesapeake are too close and not a sufficient number of fish are allowed to come up the bay to spawn. The weather also has something to do with the run of this specie of fish.

Crabbers Work Under Difficulties

The soft crab season opened on May 1st., but the crabbers and packers did not begin operating until the second week in May because of the cold weather. During May, crabs were extremely scarce and are not expected to be caught in any large quantities until the later part of June. Prices are fair, but the scarcity does not allow the catcher or packer to realize any great money from the industry.

Another great handicap for the crabbers is the law compelling them to use sails instead of motors in their scrapping boats. Feeling in Crisfield and Smiths Island is very strong against this law. Some of the crabbers who had placed masts in their boats, found when they reached the landings that someone had either chopped or sawed their masts off. The size of crabs is also being strictly enforced by the Maryland State Conservation Commission.

New Channel a Boon to Crabbers

On May 23rd, bids will be received by the U. S. Engineers office in Baltimore for the dredging of the channel to connect the Big and Little Annamessex rivers, in this section.

There will be approximately 428,000 cubic yards of dirt moved, and the channel, when completed, will be about three miles long.

The work calls for a channel 60 feet wide and seven feet deep. It will give the watermen a shorter route to and from the crabbing grounds, and offer them a sheltered waterway as well, and it also will tend to promote more trade with the upper and middle sections of the county of Crisfield.

Croakers Plentiful

Croakers are plentiful and sold so low in May that some of the fishermen shoveled overboard the small ones as they were not saleable. A considerable amount of croakers are being put in cold storage. Trout or weakfish are appearing in the local fish markets and are bringing fair prices.

Milbourne Rebuilds on Old Site

E. M. Milbourne, marine machinist, who was burned out on New Year's Day, has erected a new and up-to-date shop on his old site near the County Wharf.

New Boneless Crabmeat Co.

Arlie G. Sterling, Joseph C. Sterling, and Lennox B. Wharton of Crisfield, have incorporated the Boneless Crabmeat Co. All of these men are experienced seafood packers.

"Craw-Bill"

One of the newest additions to the fishing fleet at Ocean City, Md., is the new 40-foot Mathews cruiser, recently purchased by Capt. Crawford Savage. The new boat is mahogany throughout and is powered by two 100 hp. motors. It was formerly owned by C. W. Anderson, of Charlestown, S.C. The boat will be christened *Craw-Bill*. It is equipped with ship to shore radio, fire extinguishing system and is sound-proof.

Discuss Plans for Fishing Fair

At a special meeting on May 20, several committees were appointed to carry out plans for the Annual Chesapeake Bay Fishing Grand Contest, to be held in Crisfield on August 10th and 11th. State Comptroller J. Millard Tawes, President of the Chesapeake Bay Fishing Fair Association, presided at the meeting.

Everything possible is being done to make the 1940 Grand Contest one of the most enjoyable ever held.

Quinn Firm Ships Crabs to Hollywood

Although famous people from all sections of the country have been eating seafood products from this community for a number of years the first individual order ever received from the moving picture colony at Hollywood came from Miss Claudette Colbert, one of the screen's most famous actresses.

The order was sent to Mr. Harry Parks, representing the Wallace M. Quinn Company, and was filled immediately and sent from Morehead City via express and airplane. It is expected to be received by Miss Colbert long before the crabs have stopped wiggling.

The three Schnoor brothers of Belford, N. J. Left to right: Ott, Charles and David. Photo, courtesy The Linen Thread Co., Inc., Baltimore, Md.

Virginia

Fishermen Fail In Attempt To Raise Price of Summer Fish

EFFORTS of the Virginia Fishermen's Association to increase the minimum price of Summer fish from 1 cent to 2 cents a pound, met failure in a recent conference held with wholesale buyers and packers.

The packers, it is understood, took the position that they could not agree to an increase in the minimum price set several years ago, because the organization did not cover sufficient producing territory to protect them from lower prices that might prevail elsewhere.

Allen Warfield, manager of the Association, said, after the meeting, that it was his idea to expand the organization to cover the entire Chesapeake Bay area, including Maryland and the Eastern Shore, but stated this could not be done unless the fishermen were willing to finance the plan until it became self-supporting. Had the attempt to raise the minimum price in this section been successful, Warfield's plan contemplated a small tax on each box of fish to finance expansion of the organization.

On the suggestion of W. M. Minter, spokesman for the fishermen, the packers agreed to form a committee to frequent conferences with the executive committee of the fishermen's association for the purpose of attempting to stabilize prices through the season as market conditions change with the supply and demand.

The packers at the meeting suggested that the fishermen would be benefitted by a more careful grading of their catches. Better prices could be paid, they said, if the fish they buy in bulk contained less small fish. Many of these are not saleable, and the expense of culling is considerable when they have to do it at the plant before packing for shipment.

Oysters May Be Certified

Commissioner G. Walter Mapp of the Virginia Commission of Fisheries has appointed a committee of six oyster packers from the Hampton Roads section to study the plan to certify Virginia oysters, following a conference of oystermen and State officials at Newport News recently.

The committee is comprised of R. L. Miles, F. M. Miles, and Charles Ballard of Norfolk; O. A. Bloxom of Battery Park; and George T. Elliott and James S. Darling of Hampton. The group will report its findings at a meeting later at Newport News.

Mr. Allan Sollers, a member of the Maryland Conservation Commission, and two Maryland packers, Warren Denton of Brooms Island and Albert W. Woodfield of Galesville, also attended the meeting. The Marylanders will consider joining with Virginia if the proposed plan is adopted.

The plan, as explained by Director J. H. Meek of the Virginia Division of Markets, of the Department of Agriculture, would be adopted voluntarily by oystermen.

May Open Chesapeake Mussels Plant

A plant to process salt-water mussel shells into buttons is under consideration by Cherrystone Seafoods, Inc., of Chesapeake, Virginia.

H. T. Baldwin, President of the firm, has written the Commissioner of Fisheries "We expect in the next few days to sign a contract to process approximately 60,000 to 70,000 bushels per year of the common salt water mussels, which are so plentiful on the seaside marshes." The development, Baldwin estimates, would employ between 25 and 50 men throughout the year.

Commissioner G. Walter Mapp praised the purpose of the new industry in a letter to Baldwin and pointed out that "it is our goal to make Virginia the foremost seafood State on the Atlantic Coast in five years, from January 1, 1940."

The forthcoming plant at Chesapeake is believed to be the first in this section of the Atlantic seaboard which would process mussels.

Menhaden Run Is Heavy

An unprecedented number of menhaden were observed in Chesapeake during May, and Reedville fish oil plants made ready to go after the fish by June 15th.

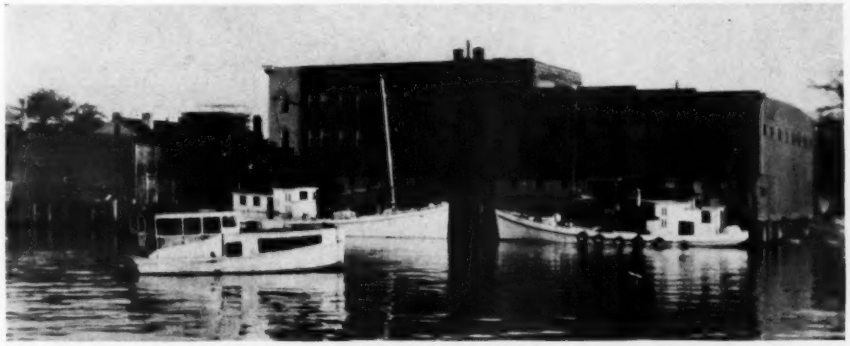
The early runs of the fish last year were poor, and the refining plants had set the date of operations back to July 1 this year. The heavy runs have changed their minds.

Yorktown Lab to Be Continued

The Yorktown Biological Laboratory, which is conducting experiments into Chesapeake Bay marine life for the Federal Government and the State of Virginia, will continue in operation next year to conduct a long-range program of marine investigations designed to improve the fish, oyster, and crab harvests of the State.

Plans for the program were made by Commissioner of Fisheries G. Walter Mapp in consultation with Charles E. Jackson, Acting Commissioner of the U. S. Bureau of Fisheries. Three leading marine biologists of the Bureau, Dr. Paul S. Galtsoff, Mr. R. A. Nesbit, and Dr. Elmer Higgins, were called into consultation on the program.

First survey planned by the Laboratory is a study of the cause of oyster rock depletion in the Rappahannock River, as called for by resolution of the Virginia General Assembly last February. Dr. Herbert F. Prytherch, Marine Biologist of the U.S. Bureau and head of its Beaufort, N. C. Laboratory, will be in charge.



Oyster packing plant, ice plant and fish packing plant of E. R. Clarke, Norfolk, Va. Alongside the building at left is the "J. P. Moore", Capt. Marion Lee Smith, and at right is the "Alice and Annie", Capt. Milton Shields. Both boats are powered with 50 hp. Palmer engines.

Mackerel Caught at Chincoteague

Large catches of mackerel are being made at Chincoteague Island, near the Eastern Shore.

Fred Savage, Jr., led commercial fishermen with one day's catch totalling 5,750 pounds. Rick Savage caught 5,525 pounds, and numbers of other fishermen brought in catches of from 3,000 to 5,000 pounds.

Terrapin Crop to Number 2,000

Virginia's allotment of diamond-back terrapin from the Federal Hatchery at Beaufort, N. C., will be increased to 2,000 this year, according to Commissioner of Fisheries G. Walter Mapp. The terrapin will be distributed in suitable areas throughout the Tidewater section of the State this Summer.

To Purchase New Patrol Boat

A new patrol boat and three new patrolmen have been authorized by the Commission of Fisheries to assist in en-

forcement of crab laws during the crabbing season, which is rising to its peak as the warm weather continues.

Shad Season Exits With May

Cold weather in March and April has cut the shad hatchery program of the Virginia Commission of Fisheries in half, reducing the contemplated production from 11,000,000 to slightly less than 5,000,000 young fish.

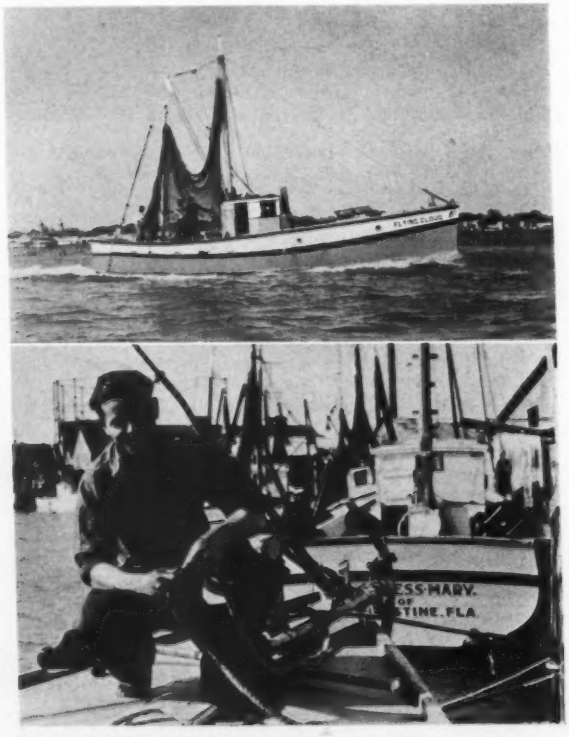
J. T. Meyer, Supervisor of Hatcheries, has advised Commissioner G. Walter Mapp that the cold weather had delayed the ripening of the spawning shad and reduced the roe supply to less than half that of last year.

The Chickahominy River hatchery, this year, produced 2,380,000 fish, the largest number hatched at any of the three stations. There are being raised at the Pamunkey River hatchery 571,000 young fish, and at the Mattaponi River hatchery 874,000 fish.

Approximately 1,000,000 fish are being raised to the fingerling stage at Lake Harrison on the James and at two holding ponds on the Pamunkey River. They will be released into the Virginia waterways late in September, when they have attained a length of three or four inches.

In addition to the State hatcheries, a Federal fish hatching plant is operated at Fort Belvoir on the Potomac River. The U. S. Bureau of Fisheries has given promise of building other hatcheries in Virginia as the result of a $75,000 appropriation for that purpose which is included in a Bill now before the United States Senate.

All in all, the waning shad season has been disappointing for most fishermen. Cold weather has played havoc with nets and with the fish themselves. Nevertheless, the Commission of Fisheries deemed it unwise to extend the closing date for the shad season beyond May 31st, as requested by some fishermen.



TOP: "Flying Cloud", owned by A. A. Fagan of St. Augustine, Fla., and powered with a Caterpillar Diesel D4600 marine engine which drives a 20x30 propeller through 2:1 Twin Disc reduction gear. BOTTOM: George Randall, Captain of the "Flying Cloud".

The 50 ft. fishing boat "J. Edwin Treakle", owned by J. R. Hardee, Jr., St. Augustine, Fla., and powered with a Model MRA-6S Superior Diesel engine.

Croakers Taking Lead

The croaker is gradually replacing the shad as the big money fish of Virginia watermen, according to U. S. Bureau of Fisheries. More and more of the fishermen in the lower Chesapeake Bay are going into the croaker fishery. Those already in it are operating on a continually increasing scale. The decline both in value and abundance of shad appears to have hastened this development. Three successive years of good shad catches in the Hudson River have apparently depressed the Chesapeake Bay market.

Select Personnel for Survey

The patrol boat *Katie* of the Commission of Fisheries will be utilized in surveying oyster rocks in the Rappahannock River this Summer, Commissioner of Fisheries G. Walter Mapp has announced.

Fisheries Courses to Be Given

The College of William and Mary will establish a department of Aquatic Biology next Fall to train biologists in the problems of marine life now facing the Atlantic Seaboard States.

Plans for the establishment of the Department were made at a conference this month between Dr. Donald Davis, professor of biology at the College, and G. Walter Mapp, Commissioner of Fisheries. An outstanding marine biologist will be selected to conduct classes, and an assistant will be named to make analyses and tests at the Yorktown Laboratory, now operated by the U.S. Bureau of Fisheries.

Mackerel Fluctuation

(Continued from page 7)

run until July, with a peak of 25 percent during the first half of June.

In New Jersey, the peak came during the first half of May.

In the Long Island region, a popular one for sports fishing, the peak occurred in the second half of May; thus, the conclusion that probably the angler had his best chances there during that period.

For Massachusetts, the summary is based on about 5,000,000 pounds—nearly 80 percent of the total trap landings—so is apparently quite representative. It indicates that the best trap catches in Massachusetts were made during July.

According to the index of mackerel availability recently completed in the Bureau of Fisheries laboratory at Cambridge, Mass., mackerel abundance in 1937, when the catch was especially poor, was about 22 percent of 1936, marking the greatest decline in 10 years; while abundance in 1938 was 456 percent of that in 1937 — the greatest increase yet recorded. Abundance in 1939 was about 59 percent that of 1938.

Gloucester

New Filleting Concern Opens Plant

A NEW fish filleting firm, the Mariners Fish Company, started business in Gloucester on June 10, in a two-story building at Fort Wharf. The firm is operated by the same management as that of O'Donnell-Usen Fisheries Corp. of Boston, of which John R. O'Donnell is President and Irving Usen, Treasurer.

The new plant will specialize in the production of whiting, perch and pollock fillets. Ultimately a full line of varieties will be packed. Fifty local workers are being employed, with Myron Bloom as superintendent.

The fish are being purchased from local draggers and small boats.

Mackerel Schools Move to No Man's

On June 8, mackerel landings for the past 64 days since the first catch was reported totalled 4,682,000 pounds, of which a fleet of 19 seiners caught 3,820,000 pounds, and a fleet of 15 netters, 862,000 pounds. The bulk of the fish have been three-quarter pound in weight. At present the seiners are getting them near No Man's.

The catch of this year is somewhat ahead of that of a year ago, but away behind that of other years. The value of the catch is estimated at more than $100,000.

The high-line seiner in amount of catch is the schooner *Eleanor*, Capt. Frank Foote, with 440,000 pounds in 13 trips, while next in line in the seiner *Bethulia*, Capt. Phil Curcuru, with 390,000 pounds in 12 trips. The *Bethulia's* crew, however, is high-line on share, with close to $700 per man.

The seiners' totals to date are reported as follows:

Eleanor, thirteen trips	440,000 lbs.
Bethulia, twelve trips	390,000 lbs.
Capt. Drum, eleven trips	349,000 lbs.
Antonina, eight trips	344,000 lbs.
Jennie and Julia, twelve trips	315,000 lbs.
Mary W., twelve trips	307,000 lbs.
Frankie and Rose, eleven trips	283,000 lbs.
Three Sisters, ten trips	250,000 lbs.
Gertrude DeCosta, nine trips	229,000 lbs.
Santa Maria, four trips	200,000 lbs.
Rose Marie, five trips	186,000 lbs.
Carlo and Vence, three trips	115,000 lbs.
Rose and Lucy, two trips	110,000 lbs.
Alden, four trips	98,000 lbs.
Angie and Florence, two trips	74,000 lbs.
Jackie B., six trips	64,000 lbs.
Saint Ann, one trip	50,000 lbs.
Salvatore, two trips	13,000 lbs.
St. Teresa, one trip	3,000 lbs.

Heavy Redfish Landings

The once lowly redfish increased Gloucester's wealth by an estimated $68,000, when the port recently experienced the second best redfish week in its history.

A total of 2,710,000 pounds was reported as landed in 41 trips, which means an estimated $41,000 to the fishermen, and estimated $27,000 for laborers on the wharves. The best week in history was that of May 22, in 1939, when a total of 3,265,000 pounds was landed in 39 trips.

Swordfishing Fleet

Thus far the immediate local swordfish fleet is scheduled to number but six schooners sailing June 17, to start the season 10 days late. They will all head for Georges.

The smallest starting fleet in years will include the *Mary M.*, Capt. Thomas Meagher, sailing June 10; *Emma Marie*, Capt. Percy Pieroway, sailing June 11; *Desire*, Capt. Harry Clattenberg, sailing June 12.

Also the *Olivia Brown*, Capt. Frank Brown, busy getting a new ice house and other repairs aboard, hoping to leave within three weeks; *Jackie B.*, skipper undecided; and *Andrew and Rosalie*, Capt. Wallace Walker.

There will probably be as many as 20 in the fleet by the first of July, for most of them are getting in a couple extra dragging trips to take advantage of the Boston market during the strike.

The "Mary M." of Gloucester, Capt. Thomas L. Meagher, powered with a 4-cyl., 4-cycle, 100 hp. Wolverine Diesel.

To Go Tuna Fishing

It is reported that three boats will go commercial tuna fishing the first of July. These are the *Santa Maria*, pioneer in the game, and the *Saint Ann*, Capt. Frank Favalora, a newcomer. The third is a sub-chaser from Newport, R. I., which is being secured by Capt. Alphonse Mineo, and is due in Gloucester soon.

Dragger Realizes Two Successful Months

Since April 1, each of the crew of the dragger *Donald Amirault*, Capt. Bradford Amirault, has averaged $133 a week. The craft has stocked a total of $22,500 in two months' fishing, and each member of the crew has received $1060, according to the skipper. For the month of April, the boat stocked $15,000, and each man, $760. They usually have a crew of 10 men, but since the Boston strike, their crew is increased by three strikers, which naturally cuts down the share of each man. But if it were not for the strike they would make less money.

"Joanna" Total Loss

The *Joanna*, Capt. Collin Powers, which has done well this past Spring in the South, mackerel netting, was on her way into Fulton Market, New York, with 15,000 pounds of large mackerel, when she piled up on the treacherous sands before she could be worked free from the danger.

The *Joanna* was built for her owner, Capt. John F. Barrett, and launched in 1912 by Arthur Dana Story of Essex. She measured 57 feet long, 16.4 feet wide, 6.6 feet deep, and was of 36 gross tonnage.

All six of the crew were saved when they took to the dory.

Iceland Steamer Reaches Port

Heavily laden with a cargo of 300,000 gallons of cod liver oil and cod oil, valued at $170,000, the steamer *Lagarfoss*, Capt. Jon Eiriksson, arrived May 27, from Reykjavik, Iceland.

The *Lagarfoss* had 1773 drums or close to 100,000 gallons of the oil for Gorton-Pew Fisheries Company of Gloucester.

The *Lagarfoss* was built 25 years ago, and measures 234 feet long, 30 feet beam and 16 feet draft. Her entry makes one of the first craft direct from Iceland in this port for many years, and her cargo is the largest single cargo of such oil to be landed in Gloucester.

Gloucester Hatchery Report

While 114,856,165 cod eggs were taken into the hatchery for incubation, 247,171,080 cod eggs and 346,145,720 haddock eggs were fertilized and planted on the fishing grounds. A total of 88,978,070 cod fry were liberated in suitable waters in Massachusetts and Ipswich Bays, while 2,533,750 flatfish fry were planted in waters near the Gloucester Harbor.

On the Ways

Recently on the ways are the draggers *Superior* and *Nyoda*, and the seiners *Frankie Rose* and *Capt. Drum*.

Fulton Market Wholesale Prices

Species	May 1-11	May 12-18	May 19-25	May 26-31
Bluefish	.08-.20	.. ..	.12-.18	.16-.18
Butterfish	.01-.12½	.01¼-.07	.02-.09	.02-.05
Codfish, steak	.05-.10	.05-.07	.06-.12½	.09-.12½
Codfish, market	.02-.06	.03-.05	.04-.08	.05½-.09
Carp	.02-.03	.. ..	.. ..	.. ..
Croakers	.02½-.08	.02-.04	.02½-.03¼	.02-.03½
Eels	.04-.14	.. ..	.08-.10	.03-.10
Flounders	.01¼-.10	.01-.07½	.02½-.14	.02½-.14
Fluke	.05-.15	.04-.14	.06-.14	.04-.15
Haddock	.02½-.06	.02½-.05	.03½-.04	.04½-.08
Hake	.01-.04½	.01½-.05	.03-.07	.06-.08½
Halibut	.12½-.17	.14-.25	.13-.17	.11-.18
Kingfish	.02-.15	.02-.05	.02-.05½	.02-.05
Mackerel	.02-.12½	.01¼-.08	.04-.13	.04½-.17
Mullet	.. ..	.. ..	.05-.05½	.. ..
Pollock	.01½-.06	.02-.04	.04-.06	.03-.06
Pompano	.45-.45	.. ..	.. ..	.. ..
Salmon	.16-.22	.18-.25	.18-.22	.18-.35
Scup	.01-.08	.01¼-.03	.02-.06	.03½-.06
Sea bass	.02-.15	.03-.12½	.02-.12½	.03-.14
Sea robin	.01-.03	.. ..	.. ..	.. ..
Sea trout, gray	02-.22	.02-.20	.02-.17	.03½-.17
Sea trout, spotted	.20-.20	.. ..	.. ..	.. ..
Shad	.01-.10	.02-.11	.02-.12	.03-.10
Silversides	.08-.08	.. ..	.. ..	.. ..
Skate	.02-.03	.. ..	.. ..	.. ..
Snapper, red	.. ..	.. ..	.. ..	.12½-.14
Sole, gray	.04¼-.11	.02½-.07½	.04-.09	.07-.09
Sole, lemon	.07-.10½	.02½-.06½	.04-.06	.10-.11
Striped bass	.04-.12½	.12-.12	.09-.15	.09-.15
Swordfish	.16½-.17	.. ..	.. ..	.. ..
Swordfish, Jap.	.17-.20	.. ..	.. ..	.. ..
Tilefish	.03-.05	.. ..	.03-.05	.. ..
Whiting	.75-8.00	.75-3.00	.50-4.00	.75-4.00
White Perch	.02-.04	.. ..	.. ..	.. ..
Yellowtails	1.25-7.00	1.00-5.00	2.40-6.00	4.00-5.00
Clams, hard	1.00-4.00	1.00-2.50	1.00-3.25	1.50-4.00
Clams, soft	1.25-2.50	1.25-2.50	1.00-2.25	2.00-3.00
Conchs	1.50-1.50	1.50-1.75	1.75-2.25	1.50-2.00
Crabs, hard	.. ..	.. ..	2.00-2.00	.. ..
Crabs, soft	.50-2.00	.50-1.75	.35-1.50	.50-1.75
Crab meat	.25-.90	.30-.85	.20-.70	.20-.75
Lobsters	.05-.28	.23-.25	.21-.22	.18-.20
Mussels	.50-1.00	.50-.75	.75-1.00	.75-.75
Scallops, sea	1.30-1.75	1.25-1.25	1.25-1.30	.. ..
Shrimp	.06-.50	.12-.18	.10-.20	.10-.17
Squid	.05-.10	.02-.02½	.02-.08	.03-.06
Frog legs	.20-.60	.25-.55	.45-.55	.40-.45

Philadelphia Merchants Join Fishery Council

THE Philadelphia Association of wholesale fish merchants has joined the Fishery Council as a unit, it was announced recently by Frank W. Wilkisson, president of the Council. This is the first major step in the Fishery Council's drive to establish a national seafood promotion campaign.

Originated in New York City just a year ago, the Council has made rapid strides in its aim to provide for nation-wide consumer education by promotional means. The plan is to raise sufficient funds in the industry to provide for a comprehensive paid advertising campaign to augment the work that has already been successfully launched on a small budget.

The officers of the Philadelphia Association have been named Directors of the Fishery Council. They are J. Irvine Edge, President; B. H. McCormick, Vice-President; William F. Huff, Treasurer, and George F. Folcher, Secretary. Following are the Philadelphia firms which automatically become members of the Council.

Acme Fish Company; Charles Adler Company; American Fish Company; Atlantic Fish Market; Samuel Cherry Co.; Ellman Bros.; Florida Fish Co.; General Fish Co.; J. Glazer Co.; John D. Goodman Co.; E. Frank Hopkins Co.; Huff Fish Co.; D. D. Lewis Co.; Keystone Fish Co.; J. J. McLaughlin & Son; W. H. McCormick Co.; Penn Sea Food Co.; Harry W. Seuffert Co.; J. H. Smith & Co.; C. V. Sparks Co.; B. Stein Co.; Samuel Solaff Co.; Vandergrift Co.; C. E. Warner Co.; Waxman Co.; Joseph A. Wilson & Sons, Arthur Siegel Co.

Chesebro Brothers & Graham, Inc.

The firm of Chesebro Brothers & Robbins, Inc., which was owned by the Atlantic Coast Fisheries Corp., has been sold to a group who will operate under the name of Chesebro, Robbins & Graham, Inc. The same principals who conducted this business under the former name will continue to carry on.

"Fannie Parnell", owned by Capt. Miguel Diogo of Provincetown, Mass., (inset at upper left). The boat is 50.7 x 14.4 x 6.2 and is powered with one of the new Model MRD 4-cylinder Superior Diesels, rated 90 hp. at 1200 rpm., with Twin Disc reverse and 2:1 reduction gear; also a Twin Disc power take-off at the forward end. The engine has a Superior built-in fresh water cooling system and a 3-blade 34 x 24 Columbian propeller.

Block Island Items

By C. H. Lewis

BLOCK Island fishermen are busy getting ready for the Summer fishing season. The first drail mackerel were brought in on May 27th by Capt. Milton Steadman of the *Ailsa* and Capt. William Cyr of the *Evangeline*, each having 40 pounds, which sold at the local markets for five cents per pound. These were medium sized.

Handliners Doing Well

Handliners at present are doing well pollocking, averaging as high as 1000 pounds per boat. Capt. Mel Rose of the *Lillian D.* brought in 1100 pounds on the 28th. These were shipped to New York, where prices have been running up to seven cents per pound.

Lobstering

About one-third of the lobster gear is out. The local price at present is twenty cents.

One Company Trap Fishing

Only one trap company is fishing at the Island this season and that is the Dunn and Lewis Trap Company. They are fishing one trap on the South shore, and have been getting some good hauls of scup. On May 27th they got 400 pounds of mackerel, the first of the season.

"Clayton II" Ready for Launching

The *Clayton II*, formerly owned by Capts. A. V. Willis and Harry Jacobsen, which was washed up on the beach near the bathing pavilion during the hurricane of September 1938, has been rebuilt during the past Winter by Capt. George King. It is now ready for launching.

Long Island Fishermen To Consider Compact

By C. A. Horton

THE resumption of Long Island Fishermen's Association meetings next Fall will be featured by a thorough discussion of the proposed Marine Fisheries Compact drawn up by representatives of various fish and game commissions in the Eastern seaboard States. Alfred Tucker, association director and resident of West Sayville, asserts that about two and a half years ago a convention of fish and game commission representatives was held and the proposed compact was drawn up in rough form. From the time the compact was drafted up to the present time, the Association vigorously objected to certain phases of the plan because it would have set up a commission of two men from each state, which they believed, would give the men too much power.

Since a convention last Winter, when once again the Long Island Fishermen's Association opposed the measure on the same grounds, those who had charge of the drafting of the plan, realized that certain changes were essential. The revised draft is now in such form that the Association has no logical objections to it.

Lobster Bill Signed

Of interest to Suffolk's lobstering industry is the action of Gov. Herbert H. Leyman who has signed the Martin Bill, which provides that no lobster less than 3⅛ inches measured according to prescribed limits shall be taken, possessed, bought or sold in this State. When the New England States and New Jersey enact legislation, they will make similar restrictions.

Lobster Catches

The lobster catches have been fair and of good size and quality. The heavy winds have handicapped the lifting of pots very much.

Suggests Flounder Law Change

Making it mandatory that a catch of Winter flounders be 10 inches instead of the present legal size of six inches, thus increasing the number of flounders in Suffolk waters, was suggested recently by William C. Neville of the Bureau of Fisheries of the U.S. Department of the Interior in submitting a second report on the study of certain marine fishing problems. The increase in the size of Winter Flounders would give the flounder a chance to spawn.

Striped Bass Make Good Showing

At Montauk striped bass made a good showing about the middle of last month and pollock came along in fair numbers about the same time. Skippers have been finding striped bass quite plentiful. The latter part of May a good run of weakfish and butterfish was caught off Montauk. One firm reports the best weakfish catches in three years.

Trap Fishing Picks Up

Daniel F. Brown of East Marion, who sets traps at Orient Point, made a catch of 227 boxes (100 pounds to box) of large butterfish on May 25th. A small fish in this large quantity was hard to find. Brooks Brothers, who also fish at Orient, made a catch of 115 boxes. The firms of Vail and Eldredge of East Marion are making good catches of butterfish in Block Island Sound.

Sea Bass Plentiful

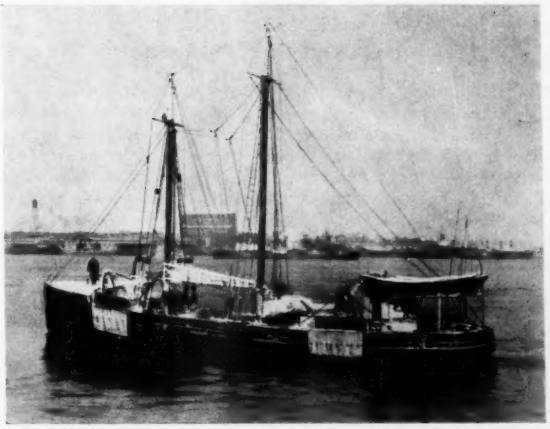
Skippers in Sheepshead Bay pronounced it a banner year for sea bass, which are ranging from three to four pounds in weight.

Squid and Bunkers

Squid is on the Bay, and the small shipments made have brought fine prices. The catch of bunkers has so far been better than last year.

William J. Mills

William J. Mills, president of the Cedar Island Oyster Co. which he established in Greenport, Long Island, 60 years ago, died May 19 at his Greenport home. He was born in Brooklyn, N. Y., and was a pioneer in the Long Island oyster business.



The dragger "Vandal", owned by Capt. Wm. Westerbeke of Boston and skippered by Capt. Anthony Meade. Equipped with a 300 hp. Cooper-Bessemer, Willard batteries, Hyde propeller, Grimsby gear and Plymouth rope.

Boston Fish Pier Landings for May

(Hailing fares. Figure after name indicates number of trips.)

Adventure (3)	289,000	*Julia and Eleanor* (4)	318,000
Adventure II (3)	225,000	*Killarney* (2)	162,000
Alice J. Hathaway (2)	163,000	*Lark* (3)	276,000
Alice and Mildred (1)	60,000	*Leonora C.* (2)	146,000
Alvan T. Fuller (1)	90,000	*Leretha* (3)	138,000
American (2)	118,000	*Magellan* (2)	172,500
Angie and Florence (1)	50,000	*Marie and Winifred* (1)	69,000
Babe Sears (2)	157,000	*Maris Stella* (4)	258,000
Barbara (2)	71,800	*Marjorie Parker* (2)	83,000
Bethulia (1)	35,000	*Mary A.* (1)	38,000
Bettina (4)	236,000	*Mary and Julia* (2)	108,000
Cape Ann (3)	181,200	*Mary Grace* (5)	264,000
Charles M. Fauci III (5)	51,900	*Mary E. O'Hara* (2)	112,000
Charles S. Ashley (1)	100,000	*Mary Jane* (2)	123,500
Catherine Saunders (2)	133,000	*Muriel and Russell* (2)	68,000
Clarence B. Mitchell (3)	49,800	*New Bedford* (2)	145,000
Corinthian (1)	130,000	*Newfoundland* (4)	278,000
Dawn (1)	29,000	*Nyoda* (1)	22,000
Donald Amereault (1)	92,000	*Olivia Brown* (1)	72,000
Edith L. Boudreau (1)	100,000	*Olympia* (2)	44,400
Eleanor (1)	65,000	*Palestine* (4)	215,600
Elizabeth N. (4)	227,000	*Paolina* (1)	39,000
Elk (2)	66,000	*Pelican* (3)	160,000
Elvira Gasper (2)	169,000	*Pollyanna* (1)	87,000
Ethel B. Penny (1)	48,000	*Portugal* (3)	146,000
Eunice and Lillian (3)	141,000	*Rainbow* (4)	254,500
Evalina M. Goulart (1)	71,000	*Raymonde* (1)	52,000
Evelyn G. Sears (2)	81,000	*R. Eugene Ashley* (3)	139,000
Famiglia (3)	75,000	*Rio Douro* (3)	212,000
Frances C. Deneby (2)	180,500	*Rita B.* (2)	141,000
Geraldine & Phyllis(3)	195,700	*Rosie* (1)	17,400
Gertrude De Costa (1)	50,000	*Ruth and Margaret* (2)	134,000
Gertrude Parker (3)	202,000	*Ruth Lucille* (1)	60,000
GertrudeL.Thebaud(1)	108,000	*St. Joseph* (1)	30,000
Gossoon (2)	158,000	*Sea Ranger* (4)	296,000
Gov. Al Smith (1)	87,000	*Sebastiana C.* (1)	82,000
Grand Marshall (2)	120,000	*Shamrock* (2)	139,000
Harriet N. Eldredge(2)	143,000	*Stanley B. Butler* (5)	343,300
Helen M. (4)	123,700	*Superior* (2)	142,000
Irene and Mabel (2)	55,000	*Uncle Guy* (2)	62,400
Ivanhoe (3)	171,000	*Vagabond* (3)	194,000
J. B. Jr. (5)	79,000	*Vandal* (5)	424,000
J. B. Jr. II (3)	25,000	*Venture II* (3)	176,100
J. M. Marshall (2)	115,000	*Wamsutta* (2)	126,000
Joffre (1)	73,000	*Whaling City* (4)	286,000
Josephine & Mary (3)	143,000	*Wm. L. Putnam* (2)	185,000
Josie M. (1)	10,400	*Yankee* (3)	210,500

Filtration of Engine Oils

By Capt. R. H. Martin

THE method of filtration by absorption is based on the engineered principle of removing asphaltenes and colloidal carbons from lubricating oil before they can revert to type and become the heavier black sludge so commonly recognized in dirty motors. Straining cannot accomplish this, because asphaltenes and colloidal carbons are in a liquid state. Asphaltenes sometimes manifest themselves as a clear, transparent liquid, and the term "varnished" will have a familiar ring to Diesel mechanics who specialize in "liner" service.

These ingredients, however, become slightly heavier in density as they are subjected to the heat and pressure of operation, and thus respond readily to absorption properly applied. We are taught that all mineral oils are essentially a liquid coke product. We learn from textbooks that one of the primary laws of elementary chemistry is the eternal struggle of most refined materials to return to their original state. Sludge, carbon, coke, all bear a relationship each to the other. The same applies to asphaltenes and colloidal carbons. Also, there is always a point where chemical change begins to take place.

It is often stated that the laws of nature cannot be beaten. Still, they can be studied, and their manifestations retarded. DeLuxe has accomplished this by the absorption of the basic elements of sludge at the critical period of chemical change.

Different oils react in different manners in different engines of different makes and models, and with different adjustments on the same engines. In heavier duty Diesels where close clearances may be worn, fuel soot may darken the color of base oil before chemical change begins to take place. Therefore, let us consider the difference between straining and absorption.

Asphaltenes and colloidal carbons in oil are exposed to a number of well-known conditions in the crankcase of an engine—i.e., heat, pressure, agitation in the pressure of the air, moisture, and an opportunity to combine with other impurities such as fuel soot, acids, etc. Given this opportunity they become nothing more nor less than sludge germs. Once the process of germination is reached, sludge is the next step, and the strainer type of filter which has been considered as a conventional method for keeping oil clean cannot fully accomplish its purpose for the very simple reason that it was placed in the oil circulating system to trap and catch sludge, the sludge adhering to the straining surface, which in principle was well enough, but in theory does not work out, for sludge is not formed in the filter—it is formed in the engine—and these sludge germs and sludge itself, trapped in the straining type of filter, only serve to hasten the process, for sludge germs multiply very rapidly.

This can be more easily understood when we advance the theory of the chemical change of lubricating oil in internal combustion engines when in use. All oil is 85% carbon and 15% hydrogen. In that 15% the asphaltenes and colloidal carbons may be divided six-eight, nine-seven, or other proportionate parts. Also, oxygen combining with released hydrogen, forms water (H_2O) still leaving the basic part of 85% carbon. Sludge, carbon—direct relationships, hence the fallacy of attempting to maintain the natural color of oil by straining.

The absorption type of filter acts on an entirely different principle, for it absorbs the asphaltenes and colloidal carbons while they are in the "germ state." Therefore, the process of forming sludge is checked before it can begin. This is the DeLuxe theory. Oil enters the bottom of the filter through an adapter, passing into a center tube and thence discharges into a sump with a 50% drop in pressure. Accurate regulation of this pressure is maintained by a control valve at the top of this center tube, or stud, above the cartridge or filtering element. This feature eliminates excessive pressure that might squeeze out sludge germs and other impurities into the cleansed oil stream.

In dropping pressure as dirty oil enters the sump, heavier particles have an opportunity to settle, together with moisture of condensation and mineral ash, preventing them from clogging the surface of the cone that protects the carefully selected, long cotton fibre of the cartridge itself.

In order to accomplish the desired absorption, the flow of oil through this cartridge must be regulated with an evenly distributed low resistance, thus exposing the oil to the long thread, long fibre, lint free cotton of the cartridge for a stipulated and pre-determined period of time. The oil rises in the cartridge, unhurried, unagitated, depositing its impurities and its sludge "germs" evenly, surely, leaving them securely trapped behind.

When the oil returns to the engine base or other source of supply, it is a thoroughly cleansed product. In a sense, it is re-fined through scientific application of heat and absorption! It is ready and capable of imparting its life-giving energy to bearings and moving parts.

To consider one of many features, when we turn back to the automatic control pressure valve and its position at the top of the center tube, we find that it performs a dual role. When an engine is first started the oil in the base may be cold and "heavy." If this cold oil was forced through the cartridge at the high pressure which would bound to increase, it could have a detrimental effect.

The pressure control will not permit a flow through the cartridge until the oil becomes heated and responsive to the absorption theory. Then too, there comes a time when the cartridge is fully loaded. Again the pressure control, accurately set with precision instruments, comes into play, releasing the flow of oil, by-passing the cartridge and immediately a difference in color of the oil in the base of the engine will become apparent. Here the burden of responsibility lies upon the shoulders of the operator, for this is one signal for a change of cartridge.

In order to keep a closer check on actual performance it is possible to install pressure gauges, sight feeds, and thermocouples where actual readings may be recorded and watched.

Editor's Note—Capt. Martin is general manager of Hamilton Engineering Company, Marine and Industrial Consultants, Boston, Mass.

White Neoprene Glove

A NEW white glove to be worn by employees of packing and food-processing plants, and made from a new formulation of Du Pont neoprene, is introduced by the Pioneer Rubber Co., Willard, Ohio. It is said to be the first white neoprene glove ever produced.

Stanzoil neoprene gloves in solid black have been produced by the Pioneer concern for a number of years and have been widely adopted in general industry. In food plants, however, their use has been limited by regulations requiring that employees wear white accessories exclusively.

The new white material possesses the inherent capacity of neoprene to resist deterioration under exposure to oils, greases and fats; lactic and other acids; cleaning compounds and the various elements common to the food industries. It is odorless and non-toxic.

Rubber Putty

A NEW catalog section on its line of Plastikon rubber putty, adaptable to many uses in building and industry, has just been published by The B. F. Goodrich Company, Akron, Ohio. Copies will be sent upon request.

The material is interesting to the marine field because of its high efficiency as a filler for decks, walls and roofs. Its resistance to salt water makes it an effective medium for sealing lamps and reflectors on sea-going boats.

Superiority of rubber putty over the ordinary types for many kinds of services lies in the fact that the product retains a degree of plasticity for long periods, does not harden, dry out or crack.

The putty produces and maintains the air-tight and water-tight seal essential in many cases. It has great resistance to deteriorating effects of corrosive chemicals, chemical fumes and salt spray, adheres strongly and permanently to wood, steel and glass despite the action of sunlight, vibration or presence of corrosive chemicals and fumes.

Furnished in red, black, grey, green or gun metal, it is applied with putty knife or caulking gun. Any smears can be easily wiped off with kerosene or gasoline.

Great Lakes

International Board To Hold Public Hearings

A series of public hearings to discuss conserving and perpetuating the fish supply in the Great Lakes, is being planned by the International Board of Inquiry. The first hearing was held in Ontario on May 31.

Early in September the Board will begin a tour of the Great Lakes region and will hold hearings in both Canadian and American ports.

Special meetings will be conducted by American members to secure additional information in sections of the Lakes where a specific problem common only to the American fisheries is known to exist.

The testimonies and suggestions collected by the Board at the public hearings will be placed in proper form for a systematic study of the fisheries outstanding needs. The findings and recommendations of the committee, when their work is completed, will undoubtedly be used as a basis for writing new legislation that will more fully protect the fish population of the Great Lakes.

Congressional investigations, similar to the hearings scheduled by the International Board, would seek to determine what steps, if any, may be necessary to protect American labor against unfair competition from foreign importations of fish and fishery products.

New Refrigerating Plant at St. Ignace

A refrigerating plant capable of freezing 1,000 pounds of fish fillets an hour is under construction at St. Ignace, Mich., by the Great Lakes Frosted Fish Corporation, a newly organized concern.

The new building, that will house the receiving plant, filleting and frosting room and storage compartments will be 60 feet wide and 95 feet long. It will be located along the waterfront so that fresh fish direct from the tugs can be landed at the company's dock, adjoining the receiving room.

Lake trout and whitefish will be scaled, boned and frosted at 45 degrees below zero, and packed in attractive cartons for retail distribution. It is believed that this method of merchandising will do much to increase the per capita consumption of fresh water fish.

Carp Comes Into its Own in Wisconsin

Due to the thousands of pounds of carp drawn from Wisconsin waters each year, many attempts have been made to give this lowly species of fish a commercial standing. It is well known that large quantities of carp are shipped each year to Eastern markets.

In Wisconsin several attempts have been made to dehydrate carp or market it in some other way. The latest enterprise in which carp are concerned is a project to start a carp canning factory in Waukesha County, some 25 miles West of Milwaukee. To this end conferences are being held by interested parties with the State Conservation Commission. A former condensery building has been offered for the purpose. This may become a State project.

There is now a small carp canning factory at Madison, but this is more or less of an experimental nature. It is estimated that if the State should decide to start the commercial carp canning factory at Merton, in Waukesha, the canning capacity would be increased to about 5,000,000 pounds of carp per year. In Wisconsin carp meat is used mainly for feeding small fish, as well as for processing as food for dogs, cats and foxes, the latter being raised in large numbers in Wisconsin, and requiring large quantities of meat daily. The State could also use the carp meat at the game farm operated at Poynette. From this it can be seen that the lowly carp may be marketed in the State where large quantities are caught.

"Lucille H." Rebuilt

The *Lucille H.*, fishing tug operated by the Hendrickson Fishery at Charlevoix, Mich., was completely rebuilt during the Winter months. A new all-over cabin was placed aboard the tug, greatly changing its appearance and making it more convenient to operate.

"City of Sturgeon Bay" Christened

The new 575-horsepower monoplane of William J. Haddon, St. Louis, which is being used to carry fresh lake trout from Sturgeon Bay, Wis., to St. Louis markets, has been christened *City of Sturgeon Bay* at the Sturgeon Bay airport. The plane carries 2,700 pounds of lake trout each trip. This replaces Pilot Haddon's former plane which was burned in the hangar.

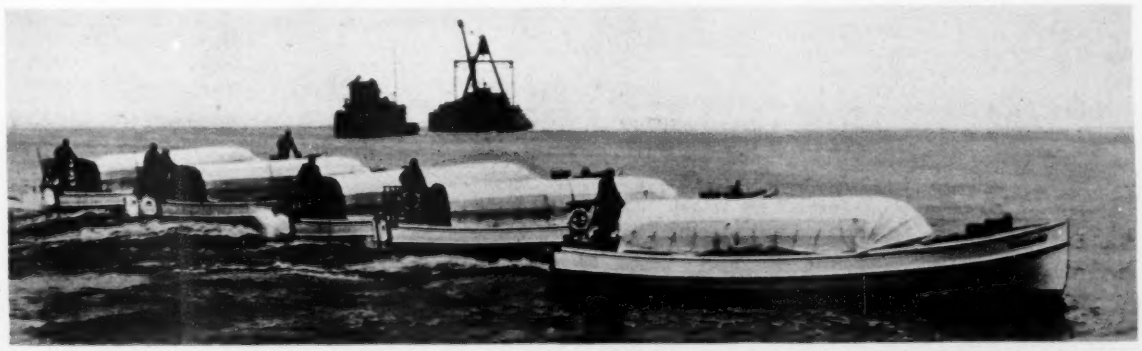
The fish are carried in metal containers, with drain holes, and an interlocking device.

Production Found Spotty

Commercial fishermen operating out of Ohio ports on Lake Erie report the production of fish very spotty with shallow traps leading production, and with gill nets falling below average in catches.

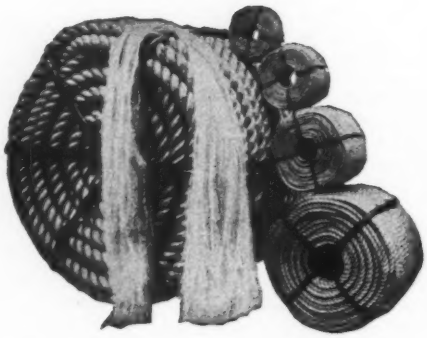
The fishermen experienced a very late start this Spring due to ice conditions which were said to have been the worst in 35 years. Immediately after setting their gear the fishermen reported a heavy storm that may have driven the fish away from the fishing grounds.

Gill net fishermen who moved into Western Ohio ports, planning on an early start this Spring, were disappointed because of ice conditions and later low production, and have moved back to their respective ports.



The five launches shown in the photograph were recently built by Palmer-Scott & Co., Inc., New Bedford, Mass., for the United States Army, to be used in Panama Canal Zone service. These boats are 40 ft. in length and are built along the lines of the well-known U. S. Navy Motor Sailers. All five boats are powered with 6 cylinder Buda-Lanova Diesel engines, Model DTMR-468, which swing 28x20 wheels through 2 to 1 reduction gears. A speed of 10.53 statute miles per hour is attained at 1500 rpm.

NEW BEDFORD
PURE MANILA



"There is no better rope"

New Bedford Cordage Co.

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In the Hyde pattern lofts you will find the largest assortment of wheel patterns in the world, all ready for immediate use. They represent wheels that Hyde has recently made and can quickly make again. It's hard to find a diameter and pitch combination the pattern for which Hyde cannot take off the shelf and put in production. See your Hyde dealer. If it is a "special" you need that is not in his regular stock he can get the propeller for you from the factory without delay.

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Send for the free booklet "Propeller Efficiency." It will tell you why Hyde Propellers often increase the speed of a boat and always get home safely.

DEALERS EVERYWHERE CARRY AMPLE STOCKS

Bureau of Fisheries Now Part of Fish and Wildlife Service

ON June 30 the U. S. Bureau of Fisheries will be merged with the Biological Survey to form a new unit—the Fish and Wildlife Service. Under the reorganization plan, the heads are appointed by the Secretary of the Interior, who is expected to name Dr. Ira N. Gabrielson as Director, Charles E. Jackson as Assistant Director in Charge of Fisheries and W. C. Henderson, Assistant Director in Charge of Wildlife. Dr. Gabrielson and Mr. Jackson have already left for Alaska, where they will spend the Summer in co-ordinating the work of the two units.

Fishery State Compacts

H. J. RES. 302 authorizing compacts between Atlantic Coast States with respect to fishing in the territorial waters and bays and inlets of the Atlantic Ocean, passed the Senate on May 28, having previously been passed by the House. To meet the President's objections to a similar bill which he vetoed, the consent of Congress to any such compacts will be obligatory before the compact becomes binding.

Oyster Groups' Convention Date

THE joint annual convention of the Oyster Growers and Dealers' Association of North America, The Oyster Institute, and the National Shellfisheries Association will be held at New Haven, Conn., July 31, Aug. 1-2, 1940, headquarters Hotel Taft.

This is the big event of the year among oyster farmers, packers, biologists, state conservation shellfish agencies, federal and state health officials, buyers and oystermen who gather to exchange views, listen to reports by practical men, scientists, technologists, and nutrition experts in order to keep abreast of the times and plan intelligently for the ensuing oyster season.

Those attending the convention will be given an opportunity to visit the newly completed U. S. Fisheries Laboratory at Milford, Conn., nearby and to examine the latest equipment in oyster research and glimpse some of the experimental work now in progress. Many members will also want to visit the campus of Yale University, one of the leading institutions of learning in the United States, established in 1701, located within the city limits of New Haven.

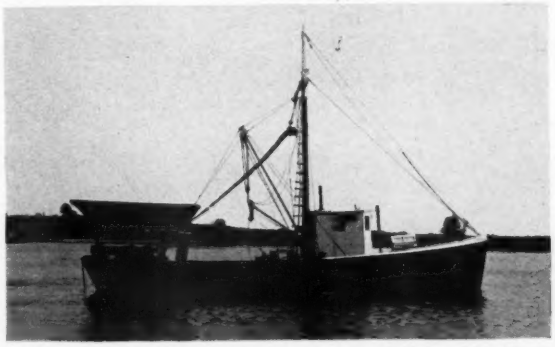
With new innovations in the handling, transportation and merchandising of foods, it is expected that this will be one of the best attended conventions in recent years.

The program now being prepared is expected to measure up to those of the past, noted for their comprehensive coverage of all aspects of the problems touching on oysters.

Course in Food Technology

THE Massachusetts Institute of Technology, Cambridge, Massachusetts, announces a summer program in Food Technology for the period, July 1 to July 19, 1940, under the direction of Bernard E. Proctor, associate professor of Food Technology.

The fundamental material of the course will cover the origin, composition, transportation, handling, storage, processing, and control of the more important animal and plant foods, with emphasis on the chemical, biological, and engineering factors relating thereto. This will embrace certain of the processes of the milling, baking, meat-packing, canning, dairy, fisheries, refrigeration, and quick-freezing industries, also some of the food specialties, such as vitamins. In addition to lectures, demonstrations, laboratory exercises, conferences, and reports relating to the subject matter, opportunity for visits to representative food industries of certain types in Metropolitan Boston will be presented. Students having sufficient ability and experience may be permitted to devote a part of their time to laboratory problems of an investigative nature in their particular fields of interest.



Fishing vessel "Trio", equipped with a 75 hp., 3 cylinder, 4 cycle Wolverine engine 8½ x 12½, measurements 51.2 x 16.5 x 5.5, owned by James Lauder, Point Lookout, N. Y.

"M. P. McDonagh", owned by Greenport Oyster Co., Greenport, N. Y., 73.8 x 20.6 x 6.6, is powered with a 4-cylinder 9½ x 14 Wolverine Diesel engine.

In all branches of fishing service, whether in New York waters or anywhere along the Coast, Wolverines are chosen because they are designed for fishing service.

Wolverine Diesel Engines are sturdy, simple, reliable, economical and long-lived.

Catalogue No. 135 Upon Request

WOLVERINE MOTOR WORKS, Inc.

Foot of Union Avenue BRIDGEPORT, CONN.

With the Vineyard Fishermen

By J. C. Allen

MAY, arriving, and passing on to looward, finds things about as usual in these latitudes. The scup, mackerel, lobsters and other varieties of Summer fish, struck as nearly on schedule as though operating with the clock and calendar. Right now, as the month hauls astern, the scup and mackerel are running well, giving all hands a slant at the luck. Traps were overboard as early as usual, if not a trifle earlier, and from the beginning, the stripers were found in circulation.

One mildly curious thing about these mackerel; they are fat and much more oily than the usual run of Spring mackerel. Old-timers claimed early in the year that the mackerel school had no time to steer for warmer weather, as Winter started with a drop in temperature that all but froze the Gulf Stream. This was mid-January, and only a few hours after the last of the seining trips had been landed from off Block Island and Nomansland. If the critters Wintered here in the North, they certainly found nourishment of some sort.

Hand-Line Schooner Has Success

At this time, there is one old-fashioned touch to be found in these waters; a hand-line schooner, carrying her nests of dories and plenty of hooks and lines. It is one of the two schooners that are found in these waters every Spring, fishing for cod; and they catch 'em, too, by Godfrey! Only one trip has been landed by this vessel previous to this logging of the report, but she went in with 16,000 pounds of cod and had no bills to pay except for grub and a little oil. And no gear to repair, either. Maybe a fleet of these vessels wouldn't pay, but one does, all right.

Lobstering Above Average

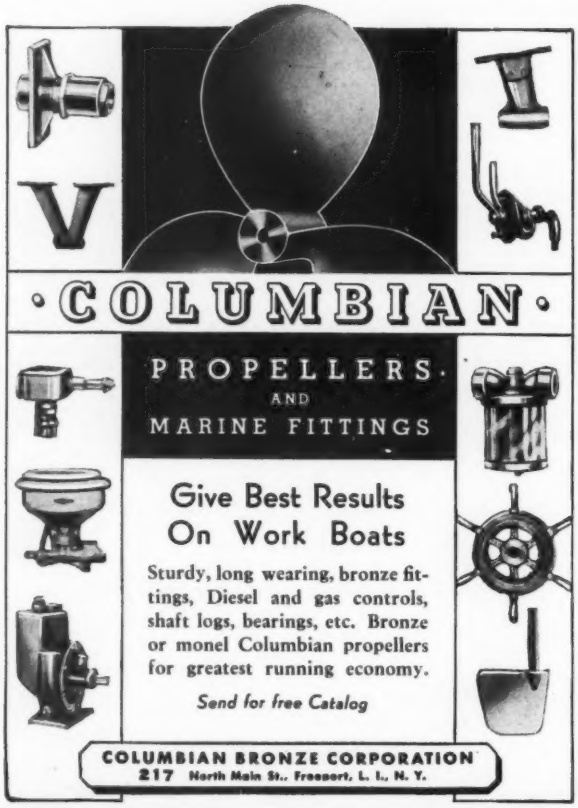
Lobstering has proved to be above the average so far this Spring, with very fair hauls hailed in all directions. Although not too many boats are engaged in this business as yet, all hands are convinced that there are many more lobsters than common. Topping this, is the effort being made by the State to help things along by planting. We know that lobsters can't be planted, but they have hove several thousand shorts overboard into some of our salt ponds. Lobsters thrive in these ponds better than in any water that we have around here, and becoming grown, head into deeper water outside. Joe Sylvia, our County representative, brought this thing to pass, and has also had a bunch of clam seed planted on the local flats.

Clam Harvesting Disastrous

Much of our clam ground was ruined years ago when some bright lad went out to harvest clams with a horse and plow. Others backed into the edges of the bank with a power-boat and opened her up. The result was the propellers devilishly near set the whole island adrift, and it started seventeen generations of clams clean off the foundation of the sea-bottom. A typical example of the extravagance that has always characterized the American people. Wasting the natural resources that the Almighty placed in their keeping, and which might have made all hands wealthy for the next ten thousand years. But because there was plenty, no one ever thought it necessary to be even ordinarily practical in the use of these things.

Rod and Reel Fishing Profitable

The striped bass have struck on again, and more plentiful than ever. A man can make more cussed money with a rod and reel here, providing he knows his stuff, than he can with three or four thousand dollars worth of boat and gear! It seems strange, and indeed, it might not actually follow, day after day. Yet the market quotations on bass, considered in connection with some of the daily hauls, give only one answer: cash money, in gobs. The average fish taken right now is worth seventy-five cents to a dollar apiece. Ten to forty are being landed daily by single fishermen, though, of course, most of them fish for fun and do not crowd their luck. They can outfit for beach fishing at a cost of about five dollars, and from there on up as high as a man wants to go. Who wouldn't be a rod and reel fisherman, when it pays such dividends?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New Brunswick

Government to Aid Lobstermen By Purchase of Canned Lobsters

By C. A. Dixon

OF supreme importance to lobster fishermen of New Brunswick as well as to all lobster consumers on this side of the Atlantic Ocean is the announcement of additional regulations concerning the purchasing of 55,000 cases of canned lobsters by the Canadian Government. Particulars in connection with the purchase have been given out by Dr. R. B. Finn, deputy minister of fisheries and federal lobster controller. Of the 55,000 cases, 5,500 must contain 48 so-called one pound flat tins while the remainder must be filled with 96 so-called half pound tins. Authorization has been given the controller to pay $18.00 a case for Grade A lobsters, $17.00 for Grade B lobsters and not more than $16.00 for grades below, providing they are the product of the 1940 lobster fishing season. The canner must establish to the controller's satisfaction that five and one-quarter cents per pound has been paid to the fishermen for live lobsters. Prices are for goods delivered at warehouse in Shediac, N. B., Halifax, N. S., and Charlottetown, P.E.I

1940 Sardine Run Subnormal

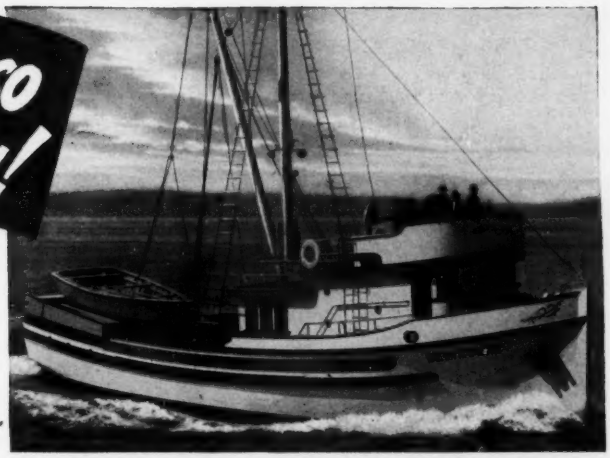
With sardine packers in Eastern Maine and Southern New Brunswick longing for more fish, the season of 1940 has been noted for its subnormal production of fish in the waters of Charlotte County, N. B., and also in the Perry section of the Maine shore, both of which areas produce the major portion of sardine herring requirements for manufacturers. June is usually considered the poorest month of the year for sardines to run, but this year it looks as if the expected Spring school must come in this month if at all. The season holds promise of being an excellent one for all concerned with the business if the fish will do their part. The Canadian factories are getting fairly steady supplies but the Eastport and Lubec concerns have not fared so well. There has been some feed in the fish, and while a very small percentage can be taken by the Canadian manufacturers, the Maine packers have to observe the inspection law in their State, which rigidly excludes fish which contain even a trace of red feed. Consequently the Maine packers find themselves prevented from obtaining their share of sardine herring now being taken in New Brunswick waters. It is expected that this condition will change with the arrival of larger schools of fish. Last season the Spring school arrived late in the season, and this looks like a repeating of such a tardy arrival. Many weirmen in Charlotte County feel that the seining and driving of sardine herring during the Winter months have had a detrimental effect on the herring schools and have deflected them from their natural Spring movements along the coast. The seiners say that although the fish arrived late in the Quoddy region and elsewhere, there was a steady and adequate supply all the remainder of the packing season of 1939.

New Fish Plant in Caraquet

In the presence of a large representation from the Gorton-Pew Fisheries, Ltd., of Gloucester, members of the New Brunswick government, officials of the Canadian National railways and others, the new fish processing plant of the Gorton-Pew (New Brunswick), Ltd., was opened in Caraquet this month.

Present at the opening were Thomas J. Carroll, president; F. M. Bundy and Thomas S. Gorton, vice-presidents; Thomas J. Grace, vice-president in charge of sales; Eben S. Carroll, Sr., and Charles F. Pearce, directors; M. P. Vercassovich, food technologist, all of Gloucester, and George Putnam, of Manchester, Mass., treasurer.

The plant is equipped with two freezers each capable of freezing 25,000 pounds of fresh fillets per day and eight storage rooms with a total capacity of 1,500,000 pounds. In addition there is a unit for converting fish waste into fertilizer.



"MOST RELIABLE"—*That's How Fishermen Classify F-M Diesels!*

The engine in a fishing boat must be reliable. That's why so many fishermen use Fairbanks-Morse Diesels. The "Belvedere" is powered with a 6-cylinder, 225-h.p. F-M Directly Reversible Marine Diesel Engine.

Regardless of what type of Diesel your boat requires for maximum efficiency and top performance—Fairbanks-Morse makes it. You make no compromise when you come to Diesel Headquarters! Fairbanks, Morse & Co., Department 6, 600 S. Michigan Avenue, Chicago, Illinois.

Branches with service stations in principal ports.

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"We are certainly sold on our Fairbanks-Morse engine, and we have never had any trouble with it. We have found it most reliable. In fact, one night we made two trips during which engine was never stopped. We caught a total of 292 tons for the 24 hours, which we believe sets some sort of record. With all that added strain, our Fairbanks-Morse engine never faltered once, and we are glad to recommend it to anyone."

Above are the words of Mr. Nino Riso, skipper and one of the owners of the purse seiner "Belvedere," which is powered by a Fairbanks-Morse Marine Diesel.

Vincent Bruno, Genaro Riso, and Jack Riso who, along with Skipper Nino Riso, are owners of the "Belvedere"

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F M Diesels

Lunenburg

Fishing Fleet To Have Four New Schooners

By H. R. Arenburg

THE shipyards of Smith and Rhuland are in full operations at the present time. One schooner is on the stocks nearing completion and the keel for another has just been laid. On the completion of these two schooners, the yards will build two more for which they have contracts at the present time. All the schooners are for the Lunenburg fishing fleet.

Mackerel Run Early This Year

The Spring run of mackerel struck along the Nova Scotia coast on the 29th of May this year, two days earlier than last year.

Fishing Fleet Transporting Haddock

Several of the schooners of the Lunenburg fishing fleet have withdrawn from actual fishing operations and are engaged in the freighting business, transporting haddock from Ingonish to Halifax, for the fish companies in that city. Huge quantities of haddock are caught by trap in the waters adjacent to Ingonish and the schooners bring them fresh to the Halifax fish plants. Among the Lunenburg schooners engaged in this business are the *Bluenose*, Capt. John Walters; *Cachelot II*, Capt. Calvin Tanner; *R. B. Bennett*, Capt. Elbourne Demone; and *Fairmorse*, Capt. Napean Crouse.

Landings

Among the fresh fish landings during the past month were the following:

Sch. *R. B. Bennett*, Capt. Elburne Demone, 270,000 pounds.
Sch. *Fairmorse*, Capt. Napean Crouse, 190,000 pounds.
Sch. *E. F. Zwicker*, Capt. Calvin Silver, 150,000 pounds.
Sch. *C. J. Morrow*, Capt. Carmen Knock, 143,000 pounds.
Sch. *Mahaska*, Capt. Orlando Lace, 130,000 pounds.
Sch. *Marshal Frank*, Capt. Frank Risser, 115,000 pounds.
Sch. *Muriel Isabel*, Capt. Walter Crouse, 110,00 pounds.
Sch. *Jean and Shirley*, Capt. Newman Wharton, 50,000 pounds.
Sch. *Bessemer*, Capt. Thomas Himmelman, 52,000 pounds halibut.

Salt fish landings during the month included:

Sch. *Robert Esdale*, Capt. Miles, 1700 quintals.
Sch. *Palatana*, Capt. Mills, 1500 quintals.
Sch. *Progressive II*, Capt. William Yarn, 1100 quintals.

These three schooners are owned in Newfoundland, and disposed of their catches in Lunenburg to Hon. William Duff. They are all Lunenburg built schooners, and in former years operated out of this port as part of the Lunenburg fishing fleet. Sold to new owners in Newfoundland, they operated in the Newfoundland fisheries and this year they are back in their old home port, landing their catches here.

Salt Fish Arrival

The Newfoundland schooner *Armada*, Capt. White, arrived from Newfoundland with a cargo of 2500 quintals of salt fish consigned to Adams & Knickle. These fish were in the green state and will be dried in Lunenburg.

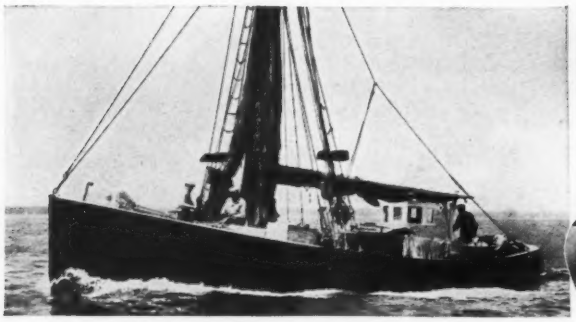
Bluenose Going in Coast Trade

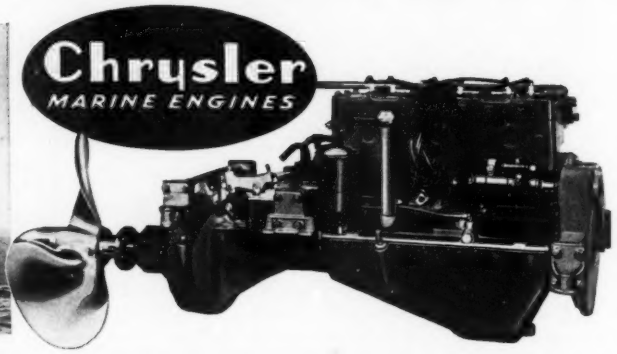
The *Bluenose*, a champion that has served as an excursion vessel, an unbeatable and worthy racer, and a deep sea Lunenburg banker, will enter the coastal trade for a few months under the command of Capt. John Walters, brother of the racer's noted skipper.

The racer has been chartered by the National Fish Company to carry fresh fish from the shore points near Ingonish, Cape Breton, to their plant in Halifax.

The *Bluenose* will join two other Lunenburg built schooners in the coastal trade. The *Lila Boutilier*, Capt. George Himmelman, and the *Theresa E. Connor*, Capt. Clarence Knickle, are owned by National Fish Company and are already engaged in carrying fresh fish from Ingonish to Portland, Maine.

AN ENGINE TO PLEASE A FISHERMAN!





. . . small, rugged, low cost engines that turn large wheels

GONE are the days of the large, heavy, slow-turning engines in fishing boats or small work boats. Instead are found the small, rugged engines equipped with reduction gears. They do a better job, cost less, and use less fuel.

Chrysler Marine Engines are designed to meet the fishermen's need for a high-grade, efficient power plant for their heavy type boats. The savings in space, weight, first cost, and fuel are paramount to progressive fishermen. Results obtained during the past few years have shown in a most convincing manner that this type of power plant is the real answer to a fisherman's problem.

★The boat pictured is a 38′ x 11′ Cape Cod Fisherman. It is powered with one Crown Type "CR" engine with 3.46 reduction, which turns a 28″ x 28″ propeller 640 R.P.M. The Crown, complete with reduction gear lists at only $775

CHRYSLER CORPORATION · MARINE ENGINE DIVISION · DETROIT, MICHIGAN

Recent Wolverine Installations

AMONG recent Wolverine installations in Boston are: The *Annie and Josie*, Capt. Chas. Bono, 100 H.P., 4-cylinder, 4-cycle engine.

The *Barbara*, Capt. Carl F. Edgerly, 100 H.P.

The *Mary and Jennie*, Capt. Vincenzo Catanazaro, 95 H.P.

The *Joe D'Ambrosio*, Capt. Domenico Ambrosio, 75/90 H.P., 3-cylinder, 8½x12½″, 4-cycle.

The *Roma*, Capt. Chas. Graffeo, 100 H.P.

In Gloucester, the *Ann and Marie*, Capt. Alonzo M. Carter, 3-cylinder, 2-cycle, 38/45 H.P.

In Chelsea, Mass., the *Rosie*, Capt. Ignatius Ciulla, 100 H.P.

"Wonder Creatures of the Sea"

MANY of the strange creatures of the sea described in "Wonder Creatures of the Sea", by A. Hyatt Verrill, frequent the tidepools and shallow bays of our various waters where they may be found and observed by anyone. Others less familiar live in the eternal night of the ocean's depths. But whether he is depicting the life stories of the common crab, oyster, lobster, shrimp, or delving into the fantastic histories of the denizens of the deep, Mr. Verrill writes with a vivid pen which carries the reader on from one marvelous fact to another.

Animals that appear to be plants, creatures that dwell in tunnels, skeletons that keep us clean, starfish, sea squirts, sea anemones, the creatures who build islands, the octopus, termites of the sea, lobsters and their kin, the amusing mole shrimp, the remarkable King Crab, the amazing barnacle, featherweight shells, the ocean's ooze, creatures that give us stone—these are only a few of the subjects discussed. The many illuminating line drawings and photographs by the author add greatly to the appeal and interest of this book, published by D. Appleton-Century Co., 35 West 32nd Street, New York; price $3.00.

Columbian Propellers For Coast Guard

THE Coast Guard propeller contract has again been awarded to the Columbian Bronze Corporation of Freeport, Long Island, N. Y., and the Lighthouse Department as well as the Coast Guard, with stations throughout the territorial United States, will obtain their propellers from the Columbian organization.

"The World Under the Sea"

THIS popular and concise account of the marine world arouses a lively concern in the teeming life of the sea. The author, B. Webster Smith, describes the great waters of our world and the tremendous fight for existence that is going on within them.

Much literature from Oceanographical exploration has accumulated in recent years. It has been the author's task to reveal by interpretation results of scientific research. He fills a notable gap for many readers who are interested in marine life and conditions, but who have not the opportunity, or perhaps the inclination, to study the learned and specialized publications elsewhere on this vast subject.

The author writes in conclusion: "Nature has designed a simple mode of preserving her creation. Those species which are most liable to destruction breed in the greatest numbers, while those that are almost free from serious attack breed but slowly. This balance can be upset by the wanton greed of man, who destroys seals by the hundred thousand, whales almost to extinction, and surface-living species with pools of oil. The harvest of the sea is bountiful, but is not limitless. We shall have to reap it sparingly and wisely."

Published by D. Appleton-Century Co., 35 West 32nd Street, New York; price $3.00.

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Jefferson-Travis Moves to New York

SUBSTANTIAL growth in demand for radio telephone equipment, by owners of both pleasure and commercial boats, is reflected in the recent move of Jefferson-Travis Radio Manufacturing Corporation from Baldwin, New York, to their new, larger and more adequate quarters at 136 West 52nd Street, New York City, N. Y.

Jefferson-Travis began the development and manufacture of this equipment in 1936 at their plant in Baldwin, where production facilities were doubled in the early Spring of 1939 and again in January of this year.

Besides improved and expanded facilities for larger scale production of radio telephone equipment, a considerably augmented engineering staff is provided.

New Spark-Arrester Snubber

A new Spark-Arrester Snubber, known as the Burgess SDM Series Snubber, for quieting exhausts of marine engines, has just been announced by the Burgess Battery Company, 500 W. Huron Street, Chicago. Besides preventing exhaust noise, it has a special internal design which keeps solid matter, such as soot, ash, and flying sparks, from reaching the atmosphere.

The internal circuit of the gases in the new Burgess SDM Series Snubber is so arranged that flying sparks and other solid particles are diverted into a carbon trap by centrifugal action as the fast moving slugs of exhaust gas enter the Snubber. This centrifugal action also breaks up the slugs, whirling them into the final snubbing stage, where they are snubbed to a smooth flow. The resulting stream of gas passes on to the atmosphere without pulsation or noise. Back pressure is low because a low impedance path is provided for slow speed gases.

The Burgess SDM Series Snubber is mounted in a vertical position, with large hand hole at the bottom for removing accumulations of carbon. The Snubber may be obtained in 19 standard sizes ranging from 1 inch to 32 inches.

Belden Sumpump by Lehman

THE Belden Sumpump as manufactured by Lehman Engineering Company of 972 Broad Street, Newark, N. J., is a new and radical departure from the present type of cellar or drain pump. The main difficulty with present type pumps is experienced by reason of moisture getting into the motor which is located near the floor. This difficulty has been eliminated in the Belden pump inasmuch as the driving unit (which includes a motor, pump and priming assembly) is fastened to the ceiling. A 1" inlet pipe is run from the primer to the floor.

The primer assembly is simply a copper tank which acts as a water trap in order to supply sufficient amount of water to the pump for priming purposes. This primer has no moving parts to get out of order. The pump is of all bronze construction.

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ICE FIT FOR FISH
Get the size ice flakes you want with a new model Creasey Ice Breaker. Change the size of flakes at will while machine is running. As always, Creasey Ice Breakers last almost indefinitely—records of over 50 years prove it. Wide choice of models—capacities from 50 tons per hour down to whatever quantity is needed. Write for bulletin 113B.

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When You Ship FISH, LOBSTERS
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FOR BEST RESULTS SHIP TO
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17 Administration Building Fish Pier, Boston, Mass.

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NAVAL ARCHITECT MARINE ENGINEER
Specializing in Diesel vessel design
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Original
Flax Packed
STERN BEARINGS
Fairhaven, Mass.

MARINE BARGAINS

Oil powered fish boat—make good dragger, 50′ x 15′ x 5′, full equipment, $800, and many others. 60 hp. Fairbanks Morse Model E, 6 cyl. with red. gear, A-1 condition, $1,450. 60 hp. Atlas, 4 cyl. 600 R.P.M., rebuilt, guaranteed, $1,650; 150 hp. Kermath Sea Raider, rebuilt, guaranteed, $490, and many others. Flush deck fish or party boat, 48′ x 11′ x 4′, built 1928, Gray powered, in commission, $600. Write us as to your requirements. Knox Marine Exchange, Camden, Maine.

Schooner Mainsail

60 ft. boom, 41 ft. hoist, and 34 ft. 6″ gaff. Frank F. Upson, Sail Maker, New Haven, Conn.

Used Bolinders Diesels

Type W7, one 50 H.P. W7M25, one 100 H.P. W7M45. Completely rebuilt, in first class condition. Bolinders Company, Inc., 33 Rector Street, New York City.

Smack

Smack *Edward J.*, 63 ft. x 14 ft. 4 in. x 6 ft. Powered with a 45 C.O. Has electric light plant. Engine and boat as good as new. Price reasonable. E. Jameson & Sons, Portsmouth, N. H.

Where to Ship

These companies are in the market for fish and shellfish.

BOSTON, MASS.

R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

Booth Fisheries Corp., 309 West Jackson Blvd.
J. A. Klafin, 209 N. Union Ave.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.
Chesebro Bros. & Robbins, 4 Fulton Market.
John Dais Co., Fulton Market.
Eastern Commission Co., 19 Fulton Market.
Lester & Toner, Inc., Fulton Fish Market.
South Fish Co., 31 Fulton Fish Market.
Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

C. E. Warner Co., Inc., 8 Dock St. Fish Market.

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